



City of  
Newcastle

## Newcastle Cycling Strategy and Action Plan

Verbatim comments

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## Introduction

The following comments were captured via online survey between 16 April – 14 May 2020, during engagement for the Newcastle Cycling Strategy and Action Plan.

Redactions have occurred in instances of offensive language, or to deidentify people named in the feedback.

What improvements have you noticed in the last 24 months?
Not in the last 2 years
I appreciate efforts made to maintain link between Throsby Creek and Honeysuckle, while other work going on around.
Zero improvements. I've been hit by cars twice in the last two years and ended up In hospital with fractures.
No
No
No
Haven't lived in Newcastle permanently for the last two years but visit frequently. Heavy vehicle traffic and lack of cycling routes to travel on will always deter me from cycling. If its easier to just drive I will, but Newcastle could so easily be a City where anyone can step outside their house and ride to the beach without having to battle car traffic and safely and enjoyably ride to their destination around the city and get fit aswell. The infrastructure just needs to be put in place and we will see more and more people using bikes for general commuting, it needs to be ingrained in the culture for that to happen.
The railway overpass marked road lane on Industrial Drive Tighes Hill (that might be longer than 2 years old). It usviften civered with class and damaged auto parts though.
Not really
No
There are a lot of kids riding to IslingtonPublic School with their parents now.
No. It's much the same.
The new path in honeysuckle area along R6
No if anything has got worse, blocked water side paths to cater for buildings going up
No.
it has worsened if anything especially in town now due to the light rail, it is very difficult to get into town and the drivers are very aggressive due to all the changes in town to lanes.
Continued extension of off road cycle paths
electric bikes are a great improvement in encouraging cycling around the beach and foreshore areas
No
no
Not really in my area

Bathers way and dedicated cycle lanes in the east end.
Pathways seem to be expanding which is good.
No
no
Relatively new to the area so unable to comment.
The glenrock area needs to be funded more by council . We also need skills area include pumptrack to get kids more involved
No. same old lack of respect between all parties; cars, walkers and wannabe pro cyclists.
Nope. Missed opportunity with light rail - even though that was state gov.
The improvement is the reduction in the number of vehicles on the roads. Makes it much better to ride with my kids.
No still the same disconnected routes and disrespectful drivers
Development of more cycle paths.
Bike share scheme on honeysuckle implemented.
No
No
More people are using bikes to get around town since the light rail started.
Community attitudes are slowly starting to change
I have noticed that Newcastle has become less cycling friendly in the last 2 years. Notably, the construction on honeysuckle of the 'lee wharf' building has created several dangerous spots for cyclists and walkers. I have witnessed an accident between a cyclist and a pedestrian due to the construction fencing. further, the part of Hunter Street which is now a single lane due to the tram has made cycling on hunter Street even worse than before, where road space is even more limited.
I have seen a gradual increase in the number of cycleways, which is much appreciated.
A few more marked cycle lanes on existing roads.
Purchase of land to build cycle connections - great work!
No
Not really.
No
Not much
Yes more cycle paths in inner city
None really unfortunately.
There are still some disconnects between bike paths and shared bike paths that need improvement. Getting across Glebe road to connect to the Fernleigh needs to be improved for safety reasons. Crossing Maud St Mayfield West to connect to the University for the same reason. Cylda St Hamilton North has somewhat improved but needs to be better. Please start on the Shortland to Tarro
Racing road bikes are giving all cyclist a bad name on shared paths, Need signs please slow when passing or squizzing (1m clearance) with cyclists or pedestrians
None
No
Yes. Better design
Better markings on the roads for cyclists.
No major improvements have been done
Bike for lease at CBD.

There is less courtesy shown by racing bike riders
Construction and road works promise improvements, but they're yet to materialise.
If anything it is worse, upgrades public domain and roads, but not prioritising any bike travel
Bike paths have improved
no
No
No
No
None
No
The Boolaroo to Argenton Cycle path is making cycling along Lake road much safer. Thank you.
No
Relatively new to cycling so can't really comment.
Like the path connections around the farmers markets
Always enjoy riding with the grandchildren from Tighes Hill to Nobbys via the foreshore.
Its getting more crowded - especially weekends when it is difficult to ride in some areas
up to 2006 I rode daily to work (20K) now ride several times a week (>60K) have seen a degrading of E-W cycleway (the first) but improvements in other facilities, on road and off.
Development appears to favour shared facilities, just as cyclists and motorists find cohabitation stressful so to cyclists and (family) pedestrians have difficulty. If cycling is to be promoted as a viable means of commuter traffic then my thoughts are that the modes of transport need to be separate. I favour a widening of shoulders not necessarily with barrier separation, with special emphasis where conflict is expected, intersections, that's just me. Overall there has been an 'general' recognition of the cyclist and cycling needs. But, I think time, education, stronger enforcement, with everyone on the same page we can have what others have. "Build it and they will come. BUT 'working specifics' are needed.
I often think of Portland and the interaction of the car, cyclist pedestrians and the light rail
Not really
cycleways are pretty good. it is hard to remain in shoulder though - when full of debris. this attracts abuse from drivers who do not necessarily see bike lane / shoulder debris
I have noticed some improvements with roadways marked for cyclists.
Some new bicycle paths along Donald Street, along Smith Park.
No
More bike racks
Yes. Pathways along foreshore / harbour.
No.
More on road painted cycle paths, but these are not always safe.
More shared paths are being constructed
Cycling anywhere has been better since the mandatory space to be kept by drivers from cyclist.
Nope.
The notices on buses reminding drivers to leave a metre are probably an improvement. I think it's an excessive amount of space and I feel guilty of holding up traffic when I think a car could safely pass, but I am old and remember what common sense and courtesy are.
More paths other than fernleigh track to take my kids on
There are a few more shared paths which is good because it is so much better to ride if you don't have to go on the road

Yes, some extension to bike paths.
no
There are more bikes routes around the city but these are not always connected well or signed posted...you can be riding in a bike lane then it just stops with no warning. Riding along Wharf rd is a dangerous example
No really
Improvements for cyclists marking on roads.
Not many, not enough.
With the sharp up take in cycling ATM and exercising, both walker and new cyclist need education about being polite to each path and road user
Extremely disappointed by the failure to use the light rail development as an opportunity to integrate safe and usable cycling routes in the city.
Nil
I have only noticed improvements in Lake Macquarie. Newcastle has become unsafe due to light rail.
No. They have stayed the same in our area.
Not that I'm aware of
No
With closures of paths due to construction the paths are worse and there are some very inconsiderate cyclists
I haven't noticed any improvement. Would love to see a more European cycle friendly city.
There are more cyclists, so therefore we are more visible. There have been no other improvements in my opinion.
Nothing much has changed other than a bit of extra route signage.
Some extra road marking
Bike paths along Honeysuckle improved.
Nope
No.
No
No
Not too much has changed in the last 2 years in regards to cycleways that I use.
Slightly more off road paths
No
Cycleways well maintained.
Haven't really noticed improvements. I tend to ride the same routes each week and these haven't changed (either for better or worse).
No
No
No
More marked bike lanes
Not really
I only started riding about six months ago so haven't really noticed a change. But for example, being able to get from my house in Georgetown to Glenrock and barely interacting with traffic is a good thing. I work on the roads and it's my job to be very wary of traffic, especially in the past few years as more people are using phones (before that, we noticed more distracted drivers when GPS units became more popular)

None
The wide lines on bathers way are good
Nil
Some - only a few - new cycle ways have been introduced
Cycle lanes are more visible than they use to be by the green makings in the road
No
Improved shared pathways in Honeysuckle.
Some more connected sections, but many areas you have to ride on the road with no bike area (which can feel unsafe)
Not particularly.
No. It is now much worse with the tram to nowhere down Hunter Street.
No. Getting to the beach isore difficult than before.the light rail. The shared paths are popular which is great. But not every cyclist is there for a liesurely cruise weaving safely between even more pedestrians and their puppies. If you want an alternative.to driving, popular shared paths aren't it.
More street signage for direction toward cycling routes and more signs warning cars of cyclists
There are more off road paths. I think all new or renovated roads should include a separated bike lanes (thre Hunter Expressway is a very bad example)
Nothing has changed, if anything there are more people walking which limits access to off road paths
With ARTC, Council changes the bike lane on Clyde street at the railway level crossing
We need fewer roads and more bush for MTB
Yes there have been more bike lanes sfaced and marked but there is need for more on some major roads
Not to the paths I mainly use.
More on-road cycle paths
No I don't believe I have noticed any improvements. With the construction work continually underway I believe this has had an impact on cycling.
More areas for recreational riding
Yeah 100%. Newcastle bike recreational infrstructure is improving!
No
The cycle path around Lake Macquarie from Warners Bay to Valentine
Have not been in Newcastle for long enough to answer this question
No. Total disaster that the shared path route from Wickham to Honeysuckle was removed and put on road. How can you expect kids etc to ride on the road!!!
Bykyo ebike hire stations including helmets.
Shared path along old train line from Darby St towards The Station.
More bikes around
With the opening of the light rail and the disastrous and fatal consequences it has had for cyclists in the inner city I would say the improvements could only be measured in a negative scale. I have observed no new improvements in the past years.
Yes, new path constructed at Kotara helps in that area.
Not in the area I ride. (Waratah, Lambton, New Lambton)
No, but I'm fairly new to it
Honeysuckle cycleway is looking better and better, always a tricky choice whether to ride up the foreshore or the new market St lawn and see what is going on at the old station.

There has been no noticeable improvement to Newcastle cycling in the last 2 years. Newcastle is not a cycling friendly city
More bike parking
The Fernleigh track is really good.
No
More signposts detailing possible on road routes. However, Australian drivers are too dangerous/incompetent, therefore I don't use roads.
Haven't noticed
Electric bike hire
Pay for use bikes
Not really
No. Even the dangerous road cycleways have debris in them from passing vehicles.
Better cycleways and connectivity between them
No !! only more problems due to light rail and lack of safe cycleway in the city.
There are hire bikes available
Nil.
Yeah, you put in a few cycleways but ultimately they are useless as there is no continuity. What we currently have is downright dangerous.
More congestion on cycleways.
No
Yes. The cycleways are getting better and more connected
No
A few more cycle lanes
Where new work has been completed the markings are better
Improved connectivity with bike paths, and integration with the Lake Macquarie City Council bike networks/strategy
N/a
No.
Planned Wickham to Merewether promenade
No
Signage
Yes
There has been a more proactive approach by council but covid has shown that with more opportunity to participate the cyclists need to be connected and safer particularly for children etc.
None
Not in the western fringes of the city, or at boundaries of NCC and LMCC
Not really
The bathers way works are great but now too congested (successful) for safe cycling to occur
No. Most routes I travel are well established
Only been living in Newcastle for 2 years
No. Everything has remained mostly the same
Yes, more areas within the CBD seem safer, except for Hunter St with the light rail.
Less traffic on roads. I feel safer riding to work on main roads. (John Hunter hospital)
No.

No, it's gone backwards due to the Scott St light rail tracks debacle and the temporary closure of the waterside path at Honeysuckle (for construction works).
There seems to be no improvement on the cycleways. However they are well maintained and marked. Motorists seem to be more aware of cyclists.
more people are cycling then in the past
No
Not really.
There have been some bits and pieces of improvements, but none that are memorable.
The path along from the ferry through to Wickham is fantastic
A few additional routes.
Bathers way
Yes. Newcastle light rail corridor much improved
More awareness for many users about generally staying left on paths.
Bike week was great. Prior to it I had no idea about how many paths were available. Also loved the free bike maintenance course by Bernie at metro cycles.
There have been improvements in road markings I've noticed and entering Newcastle from the North West is a pleasant ride through Islington and Wickham
Yes. More cycle ways.
No. I travel the same route which has not been improved nor is it in disrepair
No.
I have noticed the opposite. Light rail has forced users to use roads that have rail on them. I have noticed cyclists have to slow down to navigate on road rail, frustrating drivers and causing some dangerous situations.
Drivers drive on light rail tracks to pass cyclists, causing occasional close calls with light rail.
Cyclist need to obey road rules. They often don't
I have seen cycling conditions in general remain the same except in the CBD which is an embarrassment to the city.
Very Minor improvements only.
Works around Glenrock on the Pacific Highway definitely make things safer
No
as the bike tracks are getting longer in length, its then easier to create car free connection routes
The bike path along Minmi Rd near Bunnings, Wallsend.
Marked bike lanes are nice!
It specifically.
More areas to ride with my family away from traffic
Have only lived in Newcastle for 8 months and I don't believe much has changed
Haven't noticed the improvements
No
Yes - more bike paths
Not particularly
A few new cycle paths have been built
Not enough to really notice
No

No
No. Shared paths have been closed or narrowed. Forcing all users onto the road or sharing a narrow space.
Sections of the Fernleigh track have had improvements. Sections along the Honeysuckle area have see improvements.
None
Yes, continued work on connections between paths
I haven't lived in newcastle long enough to comment
More cycle paths
Not since i have started cycling.
Def getting more cycle friendly - yay team - good work - but long way to go.
No. Multiple cyclist deaths have occurred and the council have done nothing about it.
More cycle pathway
No improvements
No I would say it about the same in last 2 years But is better then 5/6 years ago
More people are cycling including families which is wonderful.
the only improvement has been the belated recognition of the homicidal design or design failure in Scott Street, with sadly a band-aid solution that is ineffective.
Cannot take my bicycle on the light rail to avoid major traffic areas
Not since the introduction of trams in Newcastle cycling is now not an option in hunter street
no
No
No
There appears to be a lot more cyclists around now
Around lightrail in City. Fernleigh track is always excellently maintained.
More bike paths. E bike hire spots.
No, it has gotten worse downHunter St with the light rail/ no bike lanes. It is so dangerous riding on the main roads around town, motorists have terrible attitudes and frequently yell/ rev when they go past. Many of my friends do not feel safe to ride
Minor - the cbd Paths or fernleigh is no use when you go away from it
Yes - the separated cycle path along Donald St
No
Just a few cycle ways around New LAMBTON around stadium
Minor improvement such as shared path near Wickham Interchange
Is this a joke question?
Unfortunately I have not personally, except people wanting to take it up because of the increased prices of peaking in CBD or ridiculous changes required to get anywhere on public transport. More necessity though driven.
No
No. So-called shared paths are good for tricycles, anything more serious can't safely coexist with pedestrians.
no

Not applicable recent move to newcastle
No
Yes. More cycle lanes/tracks have been created but after visiting Germany a few years ago we are no comparison. It's not really feasible in this city for a family with children to ride from say mayfield or Lambton into town.
No.
Generally, more cycle ways.
No. I still feel unsafe when riding on roads and there are not enough separated bike lanes to not do this
Not a great deal of useful change. Effort is put into feature projects where people go to ride their bike and then return home. Unfortunately not much effort appears to be put into bike paths to commute on or get places around town.
No
Cycling in Newcastle since light rail and Honeysuckle developments is an extremely dangerous activity.
The new cycle area at Honeysuckle is excellent - we need that all over the city. Electric bikes could explode in Newcastle which could change (for the better) the whole place.
Some shared paths have been extended.
No
Not really
No
No
It has become very popular
I generally ride specific routes, mostly things go ok. the problem I'd the way paths suddenly stop, and a also the drivers are impatient and aggressive at times. some times riders make mistakes just like cars do and boy do they let you know about it.
No
No
No especially with big cycling groups and between cars and bikes.
NO
Progress being made in inner city routes.
No
Nothing major.
More cyclists on the cycleways.
Yes, more distinct marked lines for cyclists
Little extra bit near the race at Belmont.
Gradual improvement in cycling infrastructure. More needs to be done to connect major routes with off road or protected solutions
So many improvements thank you , it is great
nothing of note on my regular routes
Shared paths are dominated by pedestrians and dogs on long leash. Dogs walk i front of bikes, if the kept the leash to 1 mètre it might work better. Pedestrians also walk with headphones so they don't hear you coming and don't move to the left.
No
Not sure
Changes are slowly being made, but there still needs more work to be done.

The cycle way from Islington to bathers way is something NCC should be proud of.
the shared path along the beach was renovated, and is now wider
No. Improvements were more than 2 years ago.
I have not noticed a change. I mainly ride from white bridge into Newcastle on the fernleigh track, and there are no changes in that time.
No
No. Drivers seem to be more aggressive.
No
There is a noticeable effort from the city to improve cycle tracks, particularly of road shared paths.
Yes, extension and development of more paths with toilet facilities
There appears to be more efforts being put in place for dedicated off-road cycle routes.
No
I think there's good tracks but more connection between them would be good
Carrington to Nobbies connection
Some more marked bike lanes on roads.
In the past two years I've noticed a big improvement in people giving me a safe minimum passing distance. Unfortunately the few who resist it have become more aggressive towards cyclists, yelling abuse from their cars/trucks and trying to deliberately run us off the road.
More cycle only routes
In some areas, the road shoulder has been widened. This creates a little extra space for cyclists to keep left off traffic. Keep it up!
Its getting worse. Light rail creates hazards. There has been so much construction with no regard for pedestrian/cycling safety. Traffic is frustrated and as a result it feels more dangerous on the road. Current elected council with its political block is self serving and happy to place cyclist safety at risk.
In the CBD, it is more rider friendly.
Extension of cycle-friendly shared path from Tighes Hill to Merewether.
Not in my area
Only lived in Newcastle 12 months
No
Some increase in prevalence of marked cycle lanes around the CBD.
Parts of the fernleigh track have been resurfaced
Expansion of cycle ways Speers point to Glendale.
None
No
Unsure
That more people are cycling
Yes, more dedicated lanes and paths. Which is great.
More on road cycle lanes painted green.
Don't know
In terms of mountain bike community growth, yes. But no more focus has been put in to that aspect of cycling with the j creased growth.
No
The bike path from Lambton to Broadmeadow Station

There have been more cycle ways in inner city since the foreshore work and light rail has been completed and especially since the rail corridor was removed however the suburban cycleways are in need of maintenance and improvements. I have cycled in Newcastle since arriving in 1991 and hasn't improved significantly since then
No. It is still dangerous on roads - there are regular dangerous incidents cycling from Adamstown to the city, even along so called coastal bikeway
Yes. The cross over ramps are welcome but too small
A bit more signage
No
No- cycling has been harder with the tramline. Also, harder to cycle around honeysuckle with construction sites blocking cycle paths.
No.
Some
Green cycling lanes
Not really. I live in Waratah and tend to cycle to City (via Islington/Wickham) and to Glenrock and to Glendale (via University/Wallsend). All those tracks have been there fairly same for >2 years. That's my main interest as far as facilities go.
Only moved to the area two months ago so cannot comment.
Sorry. I haven't noticed any as I've only just started riding just over 8 months ago
The opposite sorry. Although facilities are improving (excluding around the light rail) driver behaviour is increasingly worsening. It is the largest factor in my reduction in riding frequency. This is both the verbal and physical abuse from drivers and the lack of attention of drivers (particularly on mobile phones).
N/A
A few more marked bike lanes but with big missing gaps between them. They don't link up. eg hunter street tram way no bike lane
Not sure
I can see improvements being made in the cbd and beaches areas (bather way, etc) but my commute to work from Merewether to mayfield west is very poor. No good routes exist and I am left with having to go back on long detours through back streets to avoid fast and heavy traffic
yes
Haven't noticed any improvements
None noticed
I still find that on-road bike paths are not respected and drivers are discourteous to bicycles that unable to use remain in the hike lane when obstacles exist in their bike path such as road works, trucks or vehicles parking across the lane, etc.
Less road traffic has provided better opportunities for cycling.
No, still cyclists break the rules
People are taking cycling more seriously including councils
N/A, have only started riding within the last 2 years
More segregated bike lanes on roads
I have found some new routes - but no noticeable improvements
No
No
No, Have not noticed any major improvements.
No

Not really
More cycle paths
The Honeysuckle area is a disaster getting on and off the bike path.
My regular ride is along the foreshore from Tighes Hill to the beach. The cycleway around Queens St wharf is difficult to negotiate more consideration for bikes is this location such as on road path heading towards the beach and ramps to allow riding through the car parks would be good but really just need a dedicated bike riding area at Queens St Wharf.
New city areas where train tracks used to be
There is a lot more awareness by all people using the paths on the requirement to share the space.
Yes - some marked shared cycle and pedestrian paths. I don't wear lycra and don't ride fast so am happy to defer to pedestrians on the footpath
a slight increase in dedicated cycleways
Bike road signs around town especially around New Lambton, Broadmeadow and Adamstown
Drivers are generally more acceptable of cyclists on the road but have a way to go
I haven't noticed any :(
None
Have only been riding for one year.
More bike paths
yes better and more cycle paths but still not enough to stay off road which is very dangerous.
No
Yes, I have noticed a few more shared bike and pedestrian paths, which are great.
Some marked cycle ways marked green, but very disjointed & not safe
The bikes for hire work really well in Newcastle due to distance between interest points, casual Food places, out the breakwall, along harbour, along coast
There appears to be more signage alerting drivers of cyclists and a few more separated cycle paths, however they stop and start too often. It would be great if they were continuous i.e Fernleigh Track connected to Belmont. Separated cycleway around the Harbour to Merewether.
Not really
I haven't looked at the cycleway map for several years; everything looks far better connected than it used to be.
Lake Macquarie's problem, but I'm looking forward to the connection of the Wallsend Tramway track to Argenton / Boolaroo. Stockland Glendale's roundabout entrance can require extreme care during peak hour.
There are more cycle ways marked on roads
Creation of bike tracks through the Bush has encouraged kids to ride more not sure that council has contributed to this more so the riders themselves
Improvements are that most cars and pedestrians are becoming more ok with more cyclists on roads and shared paths-but there are still idiot cyclists not ringing their bells to notify walkers. Also pedestrians walking dogs don't manage them and far too many do not have leads on their dogs! With cars there is still a portion of the idiots swerving and throwing stuff at cyclists abusing them for being on the road and not paying Rego.
More marked bike lanes on roads

Many of us are subjected to near-death situations, abused by road users and not encouraged to use a bike on our roads, because we don't pay rego, insurance, levy's despite owning cars yet use an alternative transportation option. Bike lanes are used as car parking options, therefore forcing us into the traffic, slowing them down, and then being ridiculed for doing so.

Sadly only 1/3 of our local roads have a dedicated bike lanes, thus failing to increase the cycling options, and ultimately not reducing the growing traffic congestion.

Public transportation (apart from the ferry) fails to offer carriage options for cyclists (Canberra buses do) in order to support cyclists in areas where there is no safe bike lane, punctured or with a damaged bike either.

More cycle paths.

There appears to be a greater acknowledgement in Newcastle and Lake Mac that cycling as a way to get people from different areas to explore other parts of the city, which helps with community sentiment and positivity, as well as encouraging small businesses to set up and have the opportunity to go well.

no

Yes along the foreshore.

I think Newcastle drivers have become quite accepting and generous towards cyclists

The pedestrian/bike rider conflict is getting worse

More e-bikes to rent. Good shared Pathways along Bar beach to Merewether beach

Improved off road paths with Fernleigh track. Little else

Improved connect-ability of the off-road cycleways

Scenic drive route has improved (but has a long way to go - still not fully connected)

No improvement aware of.

Some more bike lanes, but tram lines life-threatening to cyclists outweigh this benefit

Improved cycle path (short length) in honeysuckle during construction works.

No

have only lived in Newcastle for a year

More people using existing bike tracks being tolerant/courteous of all riders - people being more use to cyclists. Extension of existing bike tracks and shared tracks - more still needed though!

There appear to be more cyclists on the road, but can't say whether this has translated into better reactions towards cyclists by other road users.

No

Nope

Yes, more on-road designated lanes provided.

Some road surfaces have been improved.

Some attention has been paid to reports of damage to pathways.

Some minor improvements but it appears that exercise equipment receives most of the target specific dollars.

No

Not really

No, I think cycling has become more dangerous due to people targeting cyclists on places such as fernleigh track

no. greater difficulty with tram lines

Don't know as I almost ceased riding pre Covid 19 as I found it too frightening

More paths being constructed. Hopefully these will be better linked in the future.

No.

No. A cyclist died due to poor infrastructure on the light rail corridor. The fix was to ban cycling! Pathetic.
More bike paths springing up.
No
No
yes - network expanding, planning for safe paths away from cars
Repairs in FT
Haven't noticed any improvement.
No
Gradually more cycle paths/zones
No
More off road paths. More knowledge of off road paths
No
None
No
#NAME?
Separate walkers from riders, particularly o longer rides
Little significant change in the last two years. If anything it has become worse with restrictions and barriers around the honeysuckle and foreshore area as building continues. Little maintenace or clearing of debris occurs on the cycleways. Eg the overpass near the uni campus with weeds, rubbish and glass, and the shopping trolleys left on the path near Jesmond and Wallsend. Should be a weekly maintenace program.
Completion of the Fernleigh track to Belmont
Maintenance of Fernleigh Track. Better marking of bike lanes.
no
Increase in the connections between cycle ways
Only recently started so don't know any different
The Bather's Way upgrade is fantastic! The fact bat you can ride from Carrington all the way around to Merewether is a great addition to Newcastle! One of the best decisions that Council has made!
No. I haven't been living here long enough to notice and only just got my bike up recently
No noticeable improvements but perhaps there have been in areas other than where I cycle.
Don't know.
No
No, it is still pretty dreadful and not helped by the trams.
Inner city definitely as these have been upgraded but out western areas not at all. Minmi, Maryland, Fletcher always appears to be forgotten.
No
No.
Tram line has made cycling much more dangerous
no
Yes, better paths & markings but they're are still treacherous areas which havn't been connected.
Honeysuckle area
Same

Better connections from road to cycle/walking paths. Great maintenance on fernleigh track.
Worse or the same. Actually worse as there should have been provisions on the work around the tram lines.
Wider shared paths
People are getting more patient and courteous
No, other than using Fernleigh which I can ride to from home via linked cycleways, there's no other linked cycling paths/lanes to ride into town. I would have to ride on the road or, where there's available, footpaths.
No improvement identified
Good council communication of available routes
Bikes for hire in several places around the city
The new connection fro Honeysuckle to Wickham area will be Nice
Cycle lines Lambton park
A few new paths defined on the road near the teams but not enough
More lane markings
Many unsanctioned mountain bike trails have been removed and as Glenrock MTB park is NPWS funded it remains poorly maintained and under-developed.
no improvements, only got worsr
No
End of trip facilities at New Space are good. If more workplaces offered them, more might cycle.
Additional bike lanes in Newcastle area following the light rail. Fernleigh track upgrade
No
No
no
Yes, the area around Nobbys has improved
no
More separated bike lanes, some painted bike lanes, both result in safer bike transit.
No not really
I did notice that when development is happening there is a distinct reduction in cycle facilities that feel safe in the inner city and it discouraged me from cycling into town at all. Also constricted public domain in the honeysuckle and beaches areas is unpleasant for riding and for walking at times
Not really but don't cycle enough to know
The foreshore ride did get better, when the big car park near wickham was opened, but has since become very messy while the new building has blocked it all off again. Much scarier than previously
New routes
Separate bike path along merewether
Honeysuckle precinct is developing.
About the to same.
More connecting tracks - for example, Jesmond / Uni / Lambton / Adamstown. It makes a huge difference - thanks!
Not really

Last 2 years .. not sure. However the Merewether Beach/ John Parade work, along with the Newcastle Beach to Ocean Baths, is good.
No
No.
Toule St bridge provided on road cycling.
No
Better separation of bikes and cars
Yes. In the city only. Not suburbs.
Foreshore cycle ways.
No. Cycling has become less pleasant and more dangerous in the last two years.
Yes improved connection
No. Actually the opposite. I never ride anywhere with my children other than along foreshore and fernleigh bike path
Unsure. Only been in Newcastle 12 months.
fernley track has been a good incentive for more people of all skills/ages/levels etc to ride on there are increasingly more cycle paths popping up here and there
Not in Newcastle LGA
Newcastle does not have enough cycling facilities - off road paths or other infrastructure to adequately promote cycling
More off road paths have been introduced and connected to allow for cyclists to get to more places safely
No
Dedicated paths
There are many more cyclists out, recreational and for commuting, but the general attitude and behaviour of the drivers have not changed.
No drivers are still very anti cycling - one of the worst cities to ride in in Australia from the antagonism angle
Not really
Only moved here 6 months ago.
These paths need to be connected to key areas in the city with secure facilities ie tram, beach, work, honeysuckle etc
More are into it
Nope
More cycleways that are not connected are quite a problem with safety
nah

<p>I am a regular walker along “The Walk” from Hannell Street where it crosses Throsby Creek, down past the Source Café, under the Cowper Street N bridge, through the retail area down to Honeysuckle Drive.</p> <p>I am all for encouraging people to enjoy Newcastle City by bicycle.</p> <p>My may concern is that this walk is a mix of pedestrians with families, strollers, small children, people walking dogs, walking frames, but some cyclists are using this walk as a SPEEDWAY, they do not slow down when passing “Walkers”, swerve in &amp; out of pedestrians all at speed, often in groups of 2,3,4 or more</p> <p>The road has speed restrictions for motorists, these walkways should also have speed restrictions for cyclists.</p> <p>If they wish to ride at those speeds they should use the bike lane provided on Hannell Street.</p> <p>On weekends with a lot more family’s out enjoying the lovely walk of Newcastle, it is a disaster waiting to happen, they still speed through the Re</p>
Designated Cycle path and reduction of vehicle traffic between Nobbys beach and Newcastle baths.
None at all.
No
No
Lake Mac have added new shared paths along lake road. Fernleigh extension soon. Newcastle need to do more
No
Some improved bike lanes
No
Ni
No, a decline in the cycling routes and poorly planned tram lines created additional hazards.
The shared areas are improving to provide more space rather than all cars focussed.
No
People/drivers etc do seem to understand the rules better and give cyclist space
No
Onroad markings have been made quite clear.
No
Mountain bike trail alliance strongly maintained by volunteers is the improvements seen in off road.
Only the City Center
The introduction of the electrical bike sharing service. Only in town
No
About the same excpet car drivers are potentially more aggressive now than before - especially in inner city Newcastle
Not on the routes that I ride
More on-road identification of bike space ie green
NO
<p>The construction along honeysuckle and the light rail in particular have really made riding into town very difficult. I would like to ride my bike in there to avoid using my car, but I don’t feel safe - at the moment bike lanes just end in the middle of the road, or paths aren’t wide enough to allow cyclists and pedestrians. Access really needs to be improved to promote cycling and less vehicle traffic.</p>

None in glenrock
I have noticed more people are cycling.
Some marked lanes here and there. Some signage in place.
Not really.
No
The shared path around the foreshore from Nobbys to Newcastle is great since it has been widened. What aren't all footpaths that wide?
Not really
No different
In general we are moving in the right direction with improved facilities. I am not sure of time frames, but i particularly appreciate the support of bike riders around the beach areas and also the lights at the bridge over throsby creek
The addition of the linking bike path outside Hamilton North Public School (sorry if this is more than 2 years ago, not sure). The lane approaching Clyde St level crossing is ok...but it could be better.
More people are riding which is great, and helps car/truck drivers get used to the needs of cyclists. Also, recent legislation has been a huge help.
Cycle way near Nobbys and Merewether beach
Overall, improved shared pathways along the coastline, minus, of course, the disruption caused by ongoing construction around Honeysuckle
Not really. There are more confusing pictures of bikes painted on the road and some green bike lanes on the road but I don't feel this makes cycling any safer for me. There have been new infrastructure projects that appeared to ignore the needs of cyclists eg light rail and connectivity around the Newcastle Interchange but I think there are works on currently - not sure what they involve exactly though. At the moment riding feels disjointed jumping from road to shared path to road to get anywhere plus it's a ridiculous riding through the hunter St mall if you are travelling east due to lack of other suitable alternatives.
Fewer cars on the road. Fewer pedestrians
I can't think of one new dedicated bike path separated from traffic. If anything things have got worse, the two deaths in the past 2 years in my city centre neighbourhood really hit my confidence as a rider
I only ever cycle on cycle paths when available and then on the footpath with my children. No massive change in my area except for the increase of foot traffic as the area grows.
Yes, there seem to be more dedicated cycle routes, but they are still not quite connected enough. And what about a cycle route on Hunter Street since the opening of the tram?? Leaving that out was a major failing of the whole project.
I understand that Council are trying to join the bike paths together which is great. However I am still having trouble finding the information of where the bike paths are to follow when riding
Yes, a few more cycling paths, but still not enough and many streets not safe for bikes
Attempts are being made to assist bike riders but it is still difficult to encourage young children when there are so many entitled people in terms of shared paths

No - Newcastle Council appears to have actively worked against mountain biking within the LGA, reducing the utility of areas such as Kesmond Bushland by blocking access paths and destroying trails

Further there has been no investment in Glenrock , a facility which is consistently at or beyond its capacity

Cycling improvements related to Bathers' Way are much better. The Fernleigh Track is satisfactorily maintained, but cycling along Hunter and Scott Streets is more dangerous given the lack of a bike path to parallel the New light rail.

For the general areas I ride there has been some improvement including the loop around Nobbys etc.

The commute from the Fernleigh Track either via Fernleigh Loop/Faul Street or Adamstown provides good connection, however as you approach closer to Newcastle CBD is where things become more congested and the risk for to cyclists is increased greatly.

some bike path areas have been linked up, but there are still many that need to be linked.

There are more cyclist which is positive. And some areas are marked well with consideration

No. Things are so much worse for cyclists in Newcastle city since the light rail commenced.

No. Still no connected cycleways . We need another Fernleigh. If you connected Swansea, fernleigh to Newcastle via nobbys, then through to Carrington or Tighes Hill it would make Newcastle a cycle holiday destination

There are more green painted lanes and transitions between lanes and paths

Shared path bathersway ....

Still waiting and badly need upgrades and expansion to glenrock mtb park ..

More mtb park in Newcastle is needed also

Hire bikes available in Newcastle, and a few more bike lanes added.

No. It is actually worse since the team track has been put in

No, not really. Most infrastructure already existed 2 years ago, and some has been made worse off, especially in the Honeysuckle area.

Stepped improvements in cycleways and largely users have gained an understanding of etiquette. (pre COVID 19)

No - city developments have closed some of the few cycleways we did have and added dangerous areas with poor signage and large truck movements.

Yes and no. Honeysuckle has been really difficult to navigate with construction but some other sections have improved.

I used to cycle as my daily commute to work when I lived in Melbourne. Newcastle has a lot to improve before my wife and I do the same here.

The disjointed connections around Honeysuckle, the lack of connection to the Interchange, no connection to the fernleigh track all lead me to believe cycling has taken a backward step in Newcastle as a serious transport consideration by all levels of government

There have been increased cycle lanes on the road which is good to see, however more still needs to be done as they are quite disjointed.

Maybe more shared paths, better signage for preferred cycling routes?

The cycle-way between Nobbys beach and Newcastle beach has been an improvement I have noticed. It is good because it's separated from traffic.

Better linkages, more signage

No. It's gotten worse.

More dedicated cycling/pedestrian pathways but we need more and we need existing cycleways to link up

Mixed bag. The loss of dedicated cycle lanes during construction on honey within the last two years would have in effect scared people off riding due to close proximity to pedestrians and vehicles where previous a separated path and bike line were present. Future planning should include allowances for access to entertainment precincts where access would otherwise be limited. There has been a greater interest in establishing an official network of trails with Glenrock. Planning works have commenced but lately stalled however. Council funding would go a long way in establishing a trail network that is more engaging, sustainable and accessible to the public.

No!!!!

We actually have closed off cycling on the connecting route to the city and beach along Hunter Street!!.... with no replacement.

Not really. Many are out of action due to construction projects and roadworks. The opportunity was not taken to provide dedicated cycleways as part of the rail closure project. There doesn't seem to be much that has happened to improve cycleways in the last 5 years.

A lot of e-bikes about now and they are much faster than traditional bikes. I don't think many of the riders appreciate how fast they are going or how dangerous they are. Whilst I'm yet to see accidents (mainly Bathers Way) it is only a matter of time before someone is badly hurt by someone travelling 30km plus on shared pathways. Maybe it is education, maybe a speed limit, maybe both.

Continued improvements and extensions to cycleways.

Noticed more road marking allocating a bike lane and where there isn't a bike lane, then a bike symbol is often printed to show that the lane is shared.

Encouragement needs to be given to cyclists to have them ring a bell before passing pedestrians, especially from behind.

Glebe Rd & Stewart Ave (Pacific Hwy) needs a bike lane, as there is no shoulder in which a cyclist can ride coming up to and at the intersection.

Yes, more projects in planning. Really need to see some fast tracked though e.g. RVRT

No. It's more difficult to get from New Lambton to Nobby's beach or Honeysuckle precinct. Especially with kids. There are riding tracks going over driveways, which puts riders in danger of reversing cars. There is no clear way to ride safely in any direction with kids.

It's a lot easier to get to the Fernleigh track from New Lambton, but could be better/safer for my early teen riders

No. Newcastle is not a bike friendly town.

No. If anything roadworks and development has made cycling even more confusing and difficult

Minimal infrastructure improvements which in no way compensates for the decline in driver behavior.

not really - drivers are showing more hate to cyclist and the education of non-cyclist is poor

More cycling options for recreational riding and tourists etc.

There have been improvements, but way to slow with the increased popularity of cycling and mountain biking the current systems cannot handle the volume.

The Fernleigh needs to be added upon as well as Glenrock mtb trails upgraded with much more trails needed to be added for all levels and not just cyclists but hikers in the park

No, there are very few cycle paths. Why did the Newcastle tram pathway not have a cycle path as well?

Slightly more bike paths and signage
Yes. Strength in numbers and less cars on road.
No, but the reopening of the tunnel at Merewether Baths to Fernleigh track would make more commuters use their bikes to get to work and the beaches, cafes etc
Yes, extended Fernleigh Track, also the track through Islington Park (had never been on it before).
No I stopped commuting to Hexham/Tomago area due to fatalities and lack of safe paths through the intersection and increasing traffic. The level of driver tolerance in urban areas has not noticeably improved despite rules regarding separation coming into force.
There has been completion of more off road cycleways. However there are still many gaps and on road dangerous cycleways. Council should take a stance at removing on road car parking to achieve dedicated seperated on road cycleways.
Yes. It's a small improvement, but there are more signed posted routes and few additional shared paths.
There seems to be better documentation and signage for bike routes and paths. Or I have had more time to look (pre COVID)
No. Poorly designed light rail has ignored cyclists. This with the Supercars makes access to the beach from the city almost impossible during the 6-8 weeks the Supercars is on
Yes, there are more marked ways, but too many on the road with the cars or inbetween cars.
More marked paths and signage
some dangerous spots have been improved e.g the railway overpass at Scholey/ Chinchin Sts now has a designated bike path which is off the road (which previously had a very narrow verge). In one direction it is excellent, in the other direction it requires the rider to cross across the traffic to access the bike path.
There is a gradual improvement in the link between the tramway track at Glendale and Speers Point, with more bike path being built which is improving the use of that as a transport corridor for cyclists.
I've noticed more people cycling, even pre-COVID. However a large number use the footpath which is dangerous for pedestrians and cyclists and prevents the use of the footpath for commercial uses. Doesn't indicate an improvement, probably more so an increase in desire and so infrastructure should catch up
Better and more cycle paths, particularly seperated from the traffic, which I prefer (safer and prettier)
Yes, part of the pathway through Islington park is much better with lighting- would be great for additional lighting to be added esp. the area near industrial dr. Also I know the path to the city via Honeysuckle has changed and is continuing to improve.
Fernleigh trail is fantastic. Glenrock mountain bike trails have had some maintenance work (although limited).
More marked on-road bike marks, the shared path on Scholey St Mayfield
Developments focused on built up areas which I do not use. There has been little or no development of mountain bike trails at Glenrock
Better signage, more off road cycle ways
Road marking of designated cycle lanes. Linking of cycle paths
There does seem to be more off road cycle paths... but these are also often filled with pedestrians who can become frustrated at cyclists riding past.

A lot more road markings for cyclists but for someone like a family member who doesn't like riding on the road, having a designated bike path would be more suited
None. Except for paid bikes around beaches.
Wider pedestrian and cycle paths which are clearly marked
The option of using electric bikes for hire and completion of bathers way.
I think the Council is doing its best to encourage cycling and make it a more accessible/pleasant activity for many. I've been cycling in and around Newcastle for roughly a decade now, and I think there is consistent improvement coming from Council's end in terms of maintaining existing infrastructure and implementing new infrastructure. The difficult part is getting the community to embrace it - we have such a car-centric attitude in this city, with a lot of disdain shown towards alternate means of transport such as public transport, cycling, etc. There's only so much CN can do to this end.
Improvements across the city. We need bikes separated from pedestrians because the latter are increasing and causing bikes to have to cycle VERY slowly. I'm not advocating speed but to go at walking pace is not the point of cycling.
Yes to be honest. Better but a long way to go. Very dangerous to ride around town. Scary.
More paths marked on roads such as the shoulder have been appearing which is great, although the shoulder is usually a patchwork of shoddy repair jobs and broken glass.
The cycle lanes have gotten worse. With all the construction that been happening on the foreshore, all of the cycle ways in to the city have been cut off, forcing bike riders out onto the road or forced to dodge pedestrians on the path.
Know but putting in a cycle way on the opposite side of Throsby creek going towards Tighes hill tafe would be cool . Along with lighting either side up near Hannell st and Newcastle city Holden end . It's a muggers paradise when it's dark there . Both sides of the creek would look fantastic and give even better access to and from Tighes hill . Re purposing some old rail/tram corridors as well would be great . One exAmple springs to mind is in Georgetown behind Clyde st second hand shops going towards sunny side tavern/hunter stadium. Connecting it to Tighes hill tafe and onto Throsby creek cycle way would add value .
Definitely have noticed more paths and barriers in high risk areas which has been great. Needs further implementation across Newcastle to keep families safer. For example - to promote riding to school and the playgrounds/beaches as opposed to driving. It can be challenging to keep children safe on a ride which is limiting as a family that cycles.
More cycle lanes on roads, and more separated cycle paths. Things are going in the right direction but there must be way more done to protect cyclists, and way more cycle routes if we are to get Newie people out of their cars.
No, apart from more people riding bikes
The bike path in honeysuckle, but it is short and sweet. This should be the template for future cycle ways. They need to be wide and well lit. The city is perfect for cycling, we are behind other smart cities in this regard. Newcastle would have hundreds of cyclists commuting daily and many others cycling for exercise. It will encourage people to explore other suburbs and support businesses outside of their local area too. It is only beneficial to have our cycleways well planned and implemented.
Improvements are slowly slowly being made in the cbd with defined lanes etc

The shared pathway along the Bathers way is a great improvement however many cyclists travel too fast on this shared pathway ignoring request to ride slowly. i greatly appreciate being able to ride slowly from point to point along this track without having to be worried about being hit by a car! Returning to ny comment re Bruce st-if you made this a ike priority street with bikes having right of way and cars having to give way to bikes moving either into town or towards the beach. This would mean removing stop signs along the way impeding the flow of traffic. these could be rotated 90 degrees to calm the cars-bikes should have the right to roll through the four way stop signs or those impeding bikes could be re moved meaning once again cars would be calmed and encouraged on to Darby or Union st. People do not ride bikes as much as they could because of the illogical mixing of high speed cars with slow moving bikes.

There are definitely some cycle paths however they have not been logically thought out, they don't join up and many have hazards associated i.e. shared cycle way around from Nctle beach to Nobbys that is traveling in the opposite direction to the traffic flow very limited room for error by bike or motor vehicle.

Introduction if light rail has contributed to unsafe cycle ways.

Many shared cycle ways just suddenly end with no safe option to continue.

Many of the cycle ways/shared paths/etc do not safely connect.

General greater uptake in bicycle riders directly correlates with an increase in safety for riders as drivers and pedestrians gain greater knowledge and experience around bicycle riders

More shared paths and designated road areas for bikes

I've noticed more green cycleways on the roads and there are some more off-road cycleways in Newcastle.

Generally motorists are becoming more considerate. Still get plenty of people passing too close or un safely.

Pedestrians often don't keep to the left making passing hard when on a shared path. More education there could be beneficial

Sadly not really. Newcastle should be the bike riding capital of Australia and it's not. The city centre and its redevelopment fails bike riders. There's too many stop starts. The Fernleigh track is good. The Glendale track great but we need more.

No. Plenty of opportunities for improvements that were overlooked. The Hunter st developments should have had a dedicated bike lane separated by physical barrier.

Some good improvements still a long way to go needs to be more focus on making cycling safe and user friendly. I live in Lambton and would like to ride into the city without riding on dangerous roads, cars and bikes don't mix.

More & wider shared paths

Glenrock bike park, has great potential to be one of the beak parks in the state. A perfectly central location with ample parking.

With more trails and funded maintenance programs this would ensure good management of the local flora and fauna and reduce the risk of accident through over crowding.

No very disappointing a designated cycleway should have been incorporated into the light real construction. Cycleway ways are still but being maintained.

Yes, some . Dedicated cycle lanes physically removed from road traffic should be the strategy for the future.

yes.they have been working on the crossing at maud st, only problem is a suburban street that runs 20,000 cars daily will never be safe ,run the cycleway under the rail bridge and complete the university dr /industrial dr link road

Yes we are making slow progress would like to see the use of sweeper trucks to maintain cycles paths on road shoulder to minimise tyre punctures

People are more interested in cycling and there is effort being made to educate the public which is a positive step.

There are more bike paths, along with an increase in parts of on road sections, though not yet completed obviously. Many of the on road sections remain extremely dangerous

Some improvement in dedicated cycle ways but then complete failures like the removal of any cycle path around construction on Honeysuckle Drive!

Yes - however the bike paths built are sections for a bike route which is great except for the lack of buffer zone between the cyclists and passing vehicles. There needs to be a clear buffer of some kind to feel safe. The tolerance for bike riders in our society is not evident enough to have these type of bike routes that are not protected.

Small incremental changes like at Honey suckle. But need to be able to go from City to Merewether, fernleigh track, Uni all on completely separated bike routes from traffic (not just painted lanes on road!). The streets are ample wide enough to have pedestrian walkway - then cycle way, then street parking in that order.

No. We're very disappointed about the lack of dedicated cycling options along the rebuilt Hunter Street and related corridor.

Very dangerous to cycle in the city now. Shared cycle ways are disjointed in connections and obstacles erected like poles on paths to stop cyclists safely connect routes. These and poorly considered landscaping create right angles or acute angles on shared bike and pedestrian paths! Really dumb. Light rail on Hunter St has rendered King St a very dangerous road to cycle on. Can't ride on Hunter St either due to imbedded tracks and very narrow road for cars with adjacent cars parked in the west end. Safer to ride on the footpath and risk a fine. 2 cyclists have died in Newcastle cbd in the last 2 years.

Yeah they are not bad. More growth and redevelopment has led to better shared paths but still room for more. Would love to see some off-road paths for commuters. More signage and maps of paths would be great.

Honeysuckle is much worse, with all the major construction and fenced off areas. The improvement is MORE cyclists on the roads.

Yes more lined areas on some roads and more shared paths ... I used to ride around Newcastle about 20 km a day a few years ago ... I'm 60 now and a little more afraid to go on roads .. I'm not a road cyclist as such

Yes, more paths, this is good! But this is mostly in town. From Islington to foreshore and beaches is great, but I live in Rankin Park. I'd like better connection from the suburbs, Wallsend, etc. Join lake Macquarie to Newcastle councils.

None noted, missed a great opportunity to do something with the light rail.

The green painted areas are there to provide safety for bikes but there needs to be an education program to share with drivers. I know this is out of the Newcastle area but the green marked area where Crockett Street connects at a T intersection with Hillsborough Road is very dangerous because they split the green lane making it very confusing and ineffective.

Not really paths start as a green cycle path then end without warning. Still required to ride alongside parked cars or beer into the road. Drivers still do not give the required distance when passing cyclists. Cyclists desire off road wide paths as commuting is a great option but there are not enough pathways. You put light rail in the city & completely forgot the needs of cyclists? We have a long way to go to prioritise this activity safely. Well done for what you have done & thank you for allowing cyclists to voice their opinions.

No last time I ride on the Fernleigh Track there were large cracks appearing along the pathway, which are a hazard.

No as I would love one put in from Stockton to Fern Bay then I would be happy. Would also have to be well 🍊

Things are slowly improving but the lack of continuity of designated cycle ways is a problem. Conflict with road traffic is evident in numerous locations when road markings for cyclists just disappear.

The Bathers Way has increased bike usage from Newcastle to Merewether. This needs to be immediately connected to the other great cycle paths of Newcastle including a direct route to the stadium and Kotara and Wallsend and Glendale. The most important one that it needs to connect to is the Fernleigh Track via Glenrock. There was a proposal in 2015 to open the old Railway tunnels to Glenrock from Merewether but the same effect could be had with an elevated platform from Merewether to Glenrock, similar to the one at Elebana on Lake Macquarie. .Greater connectivity of all the cycle ways needs to happen immediately. The popularity of the Fernleigh Track is testament to this and with Lake Macquarie council announcing an extension to Swansea, it's connection to Bathers Way should be of paramount important in the Newcastle City councils list of priorities.

Yes. Lots more people taking up riding as a hobby due to improvements to cycling paths such as Fernleigh track Warner's bay and around the foreshore.

Need a decent easy to ride link from town to the new richmondvale track or edge worth cycleway

It is getting better but there are still big unsafe gaps between getting from one well set out bike path to another.... another really bad area is the bridge over the railway at mayfield east near McDonald's , the bike lane constantly has debris and wire in the bike lane and the footpath area is covered in debris and overgrown foliage / thorns , this is where I regularly commute .

Glenrock is a great facility but is starting to need some trail work / maintenance. Lots of trail runner on MTB trails, which is okay, but additional tails would be helpful.

Numbers have exploded in Glenrock with Covid 19

Some separated cycle lanes and marked cycle lanes near the city beaches

Yes, with more access to designated paths people are be more interested in cycling

More bikes with less understanding of sharing. Less helmets worn with apparent immunity from enforcement.

No, Newcastle interchange doesn't even have a bike lockup/change/shower

An embarrassing question.

Fernleigh Track, The single most used cycleway in Newcastle needs maintenance.

The Lightrail in Newcastle is Deadly.

Answer, NO

No. Pedestrians are still oblivious tu shared path etiquette and still no reasonable path between northern Lake Macquarie and Newcastle for non- professional riders.

There are more paths but they are quite disconnected.

<p>the paths are good, but there is a big problem trying to get from in town to the JHH, getting around nine ways broadmeadow is a huge problem to connect again with the bike path near MacDonalds Broadmeadow</p>
<p>Some good bike tracks, but lake Macquarie council doing a better job, eg extensions to bike path near argenton. The need to reduce bike lane on roads , I find it scary to share with cars, need physical separation. M7 in Sydney is great example , opportunity to include same concept with the hospital bypass in the future linking up to university bike route.</p>
<p>Bikes available at some places in town, but really would like to see more bike tracks linking suburbs etc.</p>
<p>The foreshore shared track is all I can think of but bikes aren't even allowed on the Anzac portion. That's probably more than 2 years old now I guess. I think that with the money spent on the new rail line more should have been done in this area with riding space parallel to the line. This question really should be "what bike trails are you using ?" Y I u know if you have made improvements or not.</p>
<p>Some improvement to dedicated cycle tracks. Some improvement in drivers attitudes to cyclists. Some cyclists still demonstrate little regard for pedestrians &amp; other cyclists on cycle tracks.</p>
<p>Increased shared paths and signs, is a good improvement. Just need to get them to link together across main intersections and areas to reduce risk to people</p>
<p>Yes. New cycleways have been created. Some signage improvement</p>
<p>Not really. Some extra paths but not paths that improve connectivity. Eg Shared path along Donald street, north side, crosses multiple intersections creating greater hazard points for cyclists while reducing cycling amenity. In Newcastle centre the cycling environment is worse thanks to tram tracks and construction interfering with the already unsatisfactory cycling in Honeysuckle.</p>
<p>Yes I have noticed improvements with line marking and signage .</p>
<p>Improved connectivity on bathers way. The bikes for hire in the popular city areas</p>
<p>No- even theFurnleigh track is dangerous- cyclist do k no or use there bell and driving sometimes with no helmets and horrendous speeds! There are some nice tracks along the forshore and beaches but no safe connective bike tracks to there- meaning you have to load up The bikes for the whole family to get there?!</p>
<p>More bike paths - but still not enough. Need for more education of drivers, especially young drivers</p>
<p>No. And a missed opportunity with the light rail to install dedicated cycle ways up Hunter Street.</p>
<p>Cycling paths are more abundant but linking between them is still lacking. Getting in to Newcastle from Wallsend via the bike paths provided take MUCH longer than just riding on the main road. No safe link from Wallsend to the Jesmond bike path. No safe link from the Jesmond bike path further in to town, have to ride on busy main roads.</p>

There is definitely more awareness and encouragement for people to get out and cycle. The infrastructure has slowly been developed but there's definitely a long way to go.
No. The removal of the train tracks was a golden opportunity to fix problems but greed won
There are some more shared paths but unfortunately walkers make it hard to ride safely. They walk 3 across. Walkers veer in front of you or allow their children to cross in front of you or their dog to cross in front of you. Walkers feel like they have the right of way. Plus they stop on the path to talk etc.
Not really, possibly worse with poor road marking, shared pathway as only option when interacting with light rail
Bike lanes but would prefer more room when cycling on road
Honeysuckle to Maryville is getting better, a 2nd route off road into the city would be great though
More on road cycle routes and more courteous drivers
No. It is much more difficult to cycle around the city and foreshore with the introduction of the light rail. There should have been better planning for cyclists. It is now quite dangerous to cycle to and from the University buildings and this seems to have been a gaping hole in the planning.
No, there has been no improvement for cyclists on any shared cycleway / roadway anywhere in Newcastle. The only way to stop cyclists from being injured, killed or abused is to have separate cycleways away from main roads
Paths have definitely improved. I ride as an individual commuting, health and as a family. NCC should be proud of improvements, but more needs to be done to achieve safe connected routes for broader populations. Clearer and cleaner accessed through roundabouts, bike paths connecting major accesses to schools, better clarity and marking or separations through traffic intersections. Better connectivity on distance commutes required to support greater take of of riding to work. Good work, but I hope that you keep this going.
Yes the cycle way down at honeysuckle better. But it's getting busier with pedestrians & cyclists so still dangerous in places. The breakwall needs fixing up too - really rough to ride.
Shared bike paths are improving and linking getting there.
Extensions and upgrading of some cycleways.
A lot more cyclist on the road, they have no understanding of maintaining a reasonable speed limit when passing pedestrians.
Yes, there are increased cycleways that are more connected, however, I really think the CBD has missed a great opportunity to become a cycle-friendly city. With redevelopment they should have ensured a safer and extensive cycle network around the city. Yes, it would be less car friendly but I don't think Newcastle can sustain increased car traffic as the city grows. It's an attitude problem and I think Newcastle and the Hunter top the list of anti-cyclists.
I don't believe so. New lanes and road upgrades don't have a designated cycle path. The tram line doesn't even have a cycle path. There is a disconnect between existing cycle paths. This makes it difficult as these cycle paths end and then you are in a place where it can quite dangerous to ride on the road.
Lane markings Jesmond
Can see effort has been made to make cycling on roads safer with lane markings (green one)
Going in the right direction with creating more paths. Some of the connecting roads between roads are not that great though.
Sporadic improvements but unconnected
Additional paths and road markings

Yes, I see more cyclists about. Although I haven't used it, I think the Bykko hires are a good thing to have.

There seem to be more shared pathways built but no major improvement to on-road riding safety.

Have noticed more on-road painted bike lanes. Have noticed more disconnected shared paths.

More shared paths and widening

The introduction of BYKKO was a good initiative, but the bikes are terribly dangerous (brakes are back to front)

More shared Cycleways, especially around the coast line. More Cycleways in general ...but they don't always link up.

Electric bike sharing scheme

More places to leave bike, especially near river

Slightly more bike paths and a few bike racks installed as part of the light rail stations.

There has been little improvement in my opinion, and what is seriously lacking in Newcastle, and NSW is an understanding of a Cycling Culture as you would experience in other Countries where Cycling is used more extensively as a mode of transport.

On shared facilities some cyclists need to slow down, keep to the left, and be courteous to other people, whilst pedestrians need keep to the left, be responsible for their dog and children, look behind before they change direction and keep their mobile phones in their pocket. Cyclists are NOT mind readers. In this fledgling stage of an increasing bicycle industry I see it as being important that a Cycling Culture be composed and well advertised so that everyone knows the rules.

I do enjoy using the Fernleigh Track riding and use strategies as per signage for how to use/ behave on the Fernleigh Track with pedestrians and other cyclists.

I tend to ride on footpaths in the city due to not feeling safe riding on the roads due to potholes, utility portals/lids which are frequently located on what would be the side of the road where cyclists usually ride. I am confident bike rider.

No. You keep approving development in any avenue for greenspace or cycleways. You approve developments with no parking spaces. Our city is now a mess of units & high rise; trams, buses, traffic & empty shops. You buy into stupid decisions like supercars & have no respect for our way of life & how your citizens enjoy the CBD, east end & waterfront. I don't know of any improvement for cyclists - except for signage warning of death due to the tram tracks ... & there are no cycleways as an alternative.

Bathers Way more cyclists on it. So many more cycling to work at honeysuckle and it's a highway thru Wickham in the mornings. Honeysuckle hopefully will have a bike path once the new construction is completed

It is starting to be considered at least.

A shared path or well marked separate lane should be considered essential when any roads are upgraded. It should be safer for cyclists to ride on the road.

The Fernleigh track is a fabulous example of utilising an existing route and creating an exercising corridor in a relaxed setting safe for walkers and cycling. More of these with a destination finish would be great.

No

I live at Valentine & find it very SAD that the cycle/walking path at Croudace Bay does NOT link to the Warner's Bay cycle/walking path ... and the S-bend road has to be used.

That is not appropriate and safe!!!!!!!!!!!!!!

I regularly see families of pedestrians use the side of the road, slow bike riders and not to mention the eccentric lady carrying her up teen bags!!

See you please focus on this kilometre road!!

We used to use the waters edge but a mean resident made changes to their waters edge now making that impossible and consequently making people use the road. Haven't you noticed this problem?

The cycle improvements to Dumaresq Street are much appreciated.

Roundabouts are dangerous for cyclists and the introduction of a roundabout at Union and Parry Streets was disappointing.

More cycle infrastructure, however at a very reduced pace compared to road and public transport projects. Cycle projects need to be intertwined with these other projects from design to construction

There have been improvements with sign's for bicycle routes and good to see new bike paths being built in attempt to connect existing paths.

No improvements for the riding I do. Just stayed the same. Glenrock has great potential to upgrade and bring more people to the area as mountain biking grows. There was around 1000 riders in the Glenrock stage of Port to Port. As a local business owner who enjoys the sport, I would be happy to help invest as part of community fundraising to update the facilities available there. It is much more family oriented than shared paths on roads. I'm sure there are others out that would do the same. Contained kids tracks like the one at Speers Point are also great.

Yes. Some wider cycle paths. Motorists behaviour is getting better towards cyclists too

The 1m rule for road cycling

However, it seems there are more 'road' bikes on shared paths. Many of These pedestrian shared paths, don't seem to be wide enough. And cyclists aren't alerting when passing or overtaking

Yes on cycleways but not when it comes to road cycling. I fear for me and my families safety whenever we ride due to reckless behavior from drivers on the road that never seems to be punished.

Minor improvements on Fernleigh on the Newcastle end. Improvement in bike safety on Industrial Drive, but the road debris is so bad I wont use it anyway, and the drivers remain a risk, mostly on the bridge at Tighes Hill.

The construction of cycle specific lanes at some major intersections has improved cycling safety slightly. For example the intersection of Industrial Drive and Toule Street..

I rode 4 days a week to work and to the farmers markets on weekends pre COVID 19. Every year more disjointed more off-road bike paths are connected. I'm noticing that drivers are more aware and courteous than in the past. Pedestrians seem to be more frustrated with cyclists.

A few additional shared paths - like the one in Hamilton. But not a huge amount of change really... Construction has made it worse I think.

The best improvements for me personally have been in the LMCC LGA, mostly Speers Point to Glendale. I have noted multiple little improvements, like an improved ramp, or 20 m of access path. Honeysuckle re-direction is a big set back, not improvement.

<p>Somewhat improved but usually find that most bike paths do not connected well with either roads or other cycleways so it is often easier to just ride the road.</p>
<p>A few more bike lanes, marked routes. However they often require non-cycleway or slightly dangerous routes to connect them.</p>
<p>Ability to cross the old heavy rail line to more easily access the ferry. Improved cycle lanes along the waterfront around Nobbys and Newcastle beach</p>
<p>Not really . The ebikes supplied were a good idea but overpriced so i would never use. Needs more funding and focus on mountain biking areas. Proper signage and education about trails and partnership with land holders / NPWS</p>
<p>have noticed small connection improvements and individual behaviors - but this is only minor. still hear of peoples bikes being stolen when parked.</p>
<p>Yes i have noticed positive talk from City of Newcastle on bike paths which is important but disappointed that light rail improvements didn't include an off-road bike path, a great opportunity lost. The lift that transport NSW is putting in at Waratah train station will make it easier to catch a train with my bike which is great but there is not enough off-road bike paths in Newcastle yet to make it safe and practical to use as main type of transport - i would love to ride my bike more often!</p>
<p>I have noticed an increase of the number of people cycling which has to be great on all accounts ie health benefits, physically and mentally and the decrease of fossil fuel use. Due to the lack of clear city access and the sharing of bike paths the number of accidents is on the increase making it a dangerous and unpleasant pastime. Please, wider and separate bike paths to connect the city to inner and outer suburbs.</p>
<p>Cycling facilities are improving. However, more cycles seems to lead to discourteous behaviour from pedestrians</p>
<p>Zero, in fact, cycling has gone backwards since introduction of the light rail infrastructure, citing death and injuries that have occurred as a direct result.</p>
<p>Improved maintenance of cycleways and shared paths. Increased promotion in cycling and active transport in the community.</p>
<p>Lower speed limits in the CBD, wider lanes and improved road infrastructure has helped too. I ride a lot around the CBD and south/ southwest of the city and I rarely have any issues.</p>
<p>Lots of painted white lines and bicycles painted on the roads - not sure if this is an improvement as cars park in the bicycle lanes on road. Some minor connections improved but could be a lot better.</p>
<p>The on road path along the Bather's way is good but too short. The National park (Glenrock) MTB park is a good move. Get the Richmond Vale railtrail happening!</p>
<p>Yes, The widening of the path at The Esplanade, entry onto foot path at Islington traffic lights and the improvement of paths at Islington park.</p>
<p>I am happy with the inclusion of bike lanes with new construction such as the road works around Honeysuckle and M1. It would be great to see this planning continue with new works such as the bypass project. I would also like to see existing cycleways be implemented with better connections</p>
<p>No I have seen a decline to be honest. The loss of a space for road cycling racing has killed the cycling club culture that was once strong. Cycling lanes on roads are often covered in debris and/ or obstacles and drivers are less tolerant than ever.</p>

Better separation in some areas like scenic drive have been a great improvement however improvements are very few and far between. Bathers way is great for beginner cyclists.

Yes, work on the waterfront and have noticed lots more people on bikes. Perhaps due to decreased parking for cars, either way, more people on bikes is good.

Just such a shame that this wasn't incorporated into the hunter st redevelopment with light rail etc.

Honeysuckle esplanade & joining to wickham/Maryville is great.

Warnersbay lake paths are great & almost connected. The path from valentine to the over water walkway is on the road & not family bike friendly yet

Some additional bike paths and shared paths have appeared, however this only helps you to go to certain specific locations, or to go on a joy ride. Not effectively linked or networked to be able to use the bike as an effective mode of transport for daily use. Council recommended bike routes are a great idea, however these still direct to some on road riding to link paths. Not suitable for beginner riders or anyone fearing for their life on the road.

No. Traffic has worsened, attitude has worsened, opportunities for proper commuter cycle paths have been missed and the proportion of works spent on cycling infrastructure is trivial compared to that spent on cars.

Motorists have been slightly more courteous with the new 1.5m distancing, so educating motorists has proven beneficial there. Still, I'm personally afraid of cycling on the road versus the pathways or separate cycle lanes.

Pedestrians are less weary, often unaware of the rules in keeping to the left on shared pathways.

More cycleways and off road cycle paths, beginnings of a connected network.

Nothing significant. A couple of short section painted green. No step change

Have a look at the fee let track. Often too narrow to pass, timbers on the side rotten, cracks in path, tree roots causing humps etc

New and upgraded cycleways. Rental bike stations.

More signage and cycleway markings - but the routes are fragmented & convoluted.

More signs & more green paint.

We need to join the end of fernlea track to the nine ways Broadmeadow. & then somehow link it safety into wharf rd. The rail corridor would have been perfect 🙄 😞

There are some nice cycleways and shared pathways - eg the new shared pathway at Honeysuckle. All too often these nice pathways/cycleways and even marked lanes on the roads just end, sometimes "abandoning" bike riders to an unsafe situation. Its as if the funding for that bit of infrastructure had just run out - and there is no regard for making a safe environment for bike riders.

More bicycle parking has been made available but if more people cycle it won't be enough. The separated bike lane along the Mereweather beach stretch is great because cyclists shouldn't be riding on the footpath. The addition of the lightrail has included some marked bike lanes but it gets hard to access the East End at the Pacific station and it's hard to cross over to the mall (and you're going the wrong way if you want to ride east but it's the safest way vs King street.

There is more infrastructure, paths and lane marking.

Development of some cycle ways and an acknowledgement of the importance of bikes for both recreation and transport

No. there are more on road marked lanes, but they are not maintained eg Chinchin st & Clyde st Islington.

Pedestrians have become less aware of courtesy on shared paths.

Use of leashes by dog owners should be enforced.

Yes, the off ramps and marked lanes are amazing, however there need to be more safer across town routes which aren't all road based. For example past the uni in town and across over the old civic station to honeysuckle... it's either the footpath or holding up traffic.

More signage and starting to link longer routes. Some are still somewhat disconnected

Better understanding of road rules for both cyclists and drivers

More on-road (painted) cycle lanes. Improvement for off-road cyclists at Bathers Way and Honeysuckle. (It would be good to finally see the latter finished!)

Ferneigh track is Newcastle greatest cycling asset and is well maintained. There have been minor improvements in cycleways however they are disjointed and not well connected. Most are cycleways on road and motorists do not adhere to distancing from cyclists and some actively try and run cyclists off the road (even on a cycleway). Newcastle has the potential to be a very cycle friendly city, it is reasonably flat and has a large student population with university campuses in multiple locations.

Signage, off-road routes, seem to have increased. More bike parking stations.

Roads are more accommodating if cyclists, with cycle lanes becoming more the norm and driver patience improving.

Bathers way paths and eBike hire points throughout the city

More marked paths and off road cycle ways that connect that are connected to keep cyclists safe for entire route rather than just sections of it

Ferneigh track

Holmesville mtb track

There have been some small sections of bike paths that have been widened, (eg to connect shared paths along the harbour to Bathers' Way. In addition, some work has been undertaken in other areas to clean up crossings, eg Clyde St. There still seems to be a reluctance, however, to proceed with provision of dedicated cycleways that are clearly designed for cyclists using them as a transport option rather than as shared recreational spaces.

Some additional on road cycle lanes and shared pathways. Also a mild improvement in driver tolerance but still a long way to go before you can feel safe sharing roads with cars.

Yes, improved cycle ways/shared paths, bathers way,

More off-road and mountain bike tracks.

Improvements to existing cycle ways like the Ferneigh extension.

Yes. Improvements along the foreshore area and Wickham/Throsby Creek. Track improvement, signage and access.

Better signage and infrastructure. Local government is planning their city with cyclists in mind

Electric bike hire option, better signage for cyclists, more off road paths, more marked on road paths, drivers are more courteous

There seems to be more green paths painted on roads and clearer markings. When some roads are rebuilt council seems to be trying to add bike space. However the linking is poor. I often have to go up kerbs and partially on road to get where I am going. This is dangerous. I often have to drive to the bike path to use it, in my mind this defeats the purpose. Suburbs close to the city should be better linked. Mayfield/ Islington/ Carrington etc. Some bike lanes are beside parked cars this is dangerous with opening doors. A lot of paths I ride on seem to just end all of a sudden. Guard rails could be installed to separate bikes and cars. Paths could be widened and shared with pedestrians. Council has done a great job on the new beach path the width and marking is great. Again just the linking let's it down. Suburbs need to feed into these great assets that we already have in our great city.

I have noticed more bikes on the paths and roads. Connection of previously unconnected tracks and paths.

Cycling maps of Newcastle helping plan routes.

Building of better wider cycle pathways with safer signage.

Huge improvements - more cycle paths, more cyclists on the road and using paths, greater awareness and respect of cyclists, improved behaviour from motorists, lots more cycle infrastructure eg places to lock bikes, improved options for storing bikes on trains/trams

Shared pathway Donald street between Samdon Road and Selma Road.

Shared pathway around Lambton Park

More bike parking.

Bicycle hiring in CBD

Share the pathway signage.

Green painted cycleways near intersections

Yes. The areas around inner Newcastle, specifically. Props to NCC for making progress. Having spent significant time in European capitals, I think Newcastle can afford to do more to assert the presence of cycling and NCC's position that Newcastle is bike friendly city, not just for recreation but for commuting, particularly in the city area that is. To do this I believe you would have to have dedicated road cycling lanes through the busiest arteries of inner Newcastle e.g. Hunter St, King Street, and honeysuckle; and adjoining roads towards the south-east e.g. Darby St, Gordon Ave, Union St. I believe this would make it encouraging to commute and alleviate traffic pressures as well as aiming for and achieving a greener Newcastle. This would also make the statement to the community that NCC take this seriously, and that they should do the same and be inclusive of alternative road users.

No, the council has done a very poor job of making any improvements in regard to commuting by bicycle in the last two years. And when given an opportunity to put great cycling infrastructure with the light rail project they actually made it significantly worse. Closing off sections of the city and putting in infrastructure that has injured many and killed one person. Prayers go out to the Egan family, shame on the council.

Some new on-road bike lanes.

none

The main cycle ways are maintained well and have been widen (honeysuckle).

Some ramps from foot paths to roads are being improved (many more to do!)

Appears to be more people utilising cycle infrastructure

none

There are really good tracks like fernleigh. However the slowing down brackets are dangerous as i don't see them very well. Maybe a sign n speed bump instead.  
In ties hill the bike lanes are shared with parked cars which is dangerous.  
I love cycling but it's limited and I'd spend much more time in town, going coffee food etc if was more friendly.

Yes, keep up the good work

No. Got worse.

just more cyclists. Increasing cycling culture

Signage installed along R1 route to indicate distances between points - LOVE

Foreshore/light rail is better than it was to cycle around. Not so much because more bike paths but just because you can cross the old heavy rail track in loads more places, it's really the only way to get around CBD.

I have only lived in the lga for 5 months so no comments here

No

Introduction of e-bikes, although I do not use due to cost. Apart from this I havent noticed any change.

No pedestrian have taken over most shared paths and don't consider cyclists

Green paint on roadside bicycle lanes

No

No, it's gone backwards with the introduction of trams

No as there is a lot of construct work happening around the City and the cycleways have changed and are less cycle friendly.

There are more areas I feel comfortable riding around so would say it has improved.

Ive only been riding here for a year so can't really comment. There have been improvements along Honeysuckle.

There have been lots of improvements with cyclists safety in mind. I still believe there is much room for improvement.

No

No.

No, the last "improvements" I remember are the car door lanes in honeysuckle.

Some new bike lanes/paths but these are not nearly enough

No

There have been no significant changes to cycling routes, ex travelling from Hamilton to Mayfield

Additional cycleways but not wide enough

Have only been back in Newcastle for 6 months, have not noticed any specific improvements in this time except re-opening of areas following light rail work, which is great.

None I have come across.

No

Difficult to remember where the two year cut-off is regarding route upgrades. I do appreciate, the separate path across the bridge connecting Chin Chin and Scholey Streets Islington; the short left-turn off-road path Pacific Highway and Industrial Drive; a minor widening of the asphalt shoulder on the northern side of Industrial Drive near Woodstock Street; the separate path parallel to Wilkinson Ave, Birmingham Gardens .

Additionally, have noticed an improvement in the number of racks to secure bikes to in several areas.

The cycle path along Throsby creek is great, so is the Fernleigh track. Also there have been improvements between Maryville and the city (with the exception of the western end of the harbour). Will be great when this is fully connected along the waterfront. It would be fantastic if the fernleigh could be connected to the Throsby creek track by a separated bike lane. Also if you could get from university of Newcastle, Callahan campus all the way to the city via a dedicated cycle path.

Finally building some new paths but they don't all connect. We also have signage

Some improvement around Chinchin Street Islington and a painted green cycle route on the road shoulder at Stewart Avenue Wickham.

I can't really comment on this.

(I mainly just commute Adamstown to CBD or ride mountain bike in Glenrock etc. No changes on my commuting route.

I have noticed some cycling infrastructure improvements, however they are generally not along routes that I need to travel. Sometimes the infrastructure is such that it actually impedes on cycling convenience/time.

Not really

More marked cycleways

City Rd shared path at Adamstown. Very good but too short.

I have noticed around Cooks Hills road improvements and cycle sections being added

No, but I have only lived here for 12 months

Extension of some designated cycle-ways has been a slow improvement

In the last 2 years i have not noticed any improvements to cycling in Newcastle LGA.

There was a poor attempt at making the rail crossing on Clyde Street safer for cyclists, but the section of road pavement that was widened to cater for cyclists is so bumpy thanks to the rail lines that if you ride it you would fall off your bike.

The cycle paths from Spears point around to Edgworth are a great edition. It will be great to see this complete loop to keep riders off the main roads.

No

No

No, noticed degradations.

The tramway out west and generally a desire to increase bike paths. Newcastle drivers are aggressive and rude- and can be categorised. I want to keep riding but an australia wide alteration in attitude to a cyclist is needed, otherwise the provision of bike paths will not increase safety.

Not noticeable.

If anything it has gotten worse. Pardon me if gotten isn't a word?

No improvements in the Newcastle area. Lake Mac have quite a few.

Some new cycle ways here and there.

No

Only small improvements, some improvement not relevant to in recent city riding.

No real improvements. Fernleigh track less maintained than ever

More bike lanes and wider shoulders for cyclists to use

More people cycling.

Biggest improvement has been the community uptake of the 1m rule. The worst adaptors to the new rule remain professional drivers, including light trucks/ delivery vehicles, buses and most disappointingly, police.

A lot more designated shared path ways which gets me off the road.

No, bike paths still have bad surfacing, often with roots or potholes through.
The intersection at the back of the TAFE in Tighes Hill, although it will be even better when traffic signals are installed.
I wouldn't say they have improved greatly in the last two years as I think a lot of the good work was done previous to that ,Fernleigh, Wallsend cycle path, University and Warabrook etc. have been here for a while but I do believe there are some great projects on the table for the future that will improve our area immensely. Biggest hurdle I see is the average persons ridiculous perception that all bike riders are some sort of lesser species.
No improvements
I am pleased by the amount of community engagement in mountain bike areas around Newcastle, specifically Glenrock.
No.
Considering the amount of people that have taken up mountain biking in the region in the last few years I strongly believe newcastle city council needs to contribute to the development and maintenance of new and existing mountain biking facilities. Those that are available now are mostly informal and unsanctioned, overcrowded to the point of being dangerous and in desperate need of repair and maintenance
no
Many more safe cycling routes that help me get to work, shopping, longer fitness rides and the beaches. Honestly, so much good has been done, thank you. There are still bottlenecks where paths or well maintained shoulders disappear abruptly, especially around my kids school at Islington. It really feels much better to commute and generally use a bike for transport though. I regularly show people bike paths they didn't know about and see it transform how they get around.
Things have become much worse in the last 2 years with all the roadworks and light rail. The city is now a really bad place to ride through, even early in the morning.
No.
The extension around to Maryville although this gets too busy as it is mixed
Improved signage of cycling routes
Honeysuckle with the wider cycle way so pedestrians and cyclists fit. No changes or improvements elsewhere
Clyde St level crossing at Hamilton Nth. Drivers are better with the 1m rule.
Yes there are some lively paths to ride along
In my experience, none of the cycleways I access regularly have been improved in the last two years. On my daily commute, (Mayfield to Newcastle East) cycleways and cycling space has been reduced in some places for construction, roadworks and the tram. I wish I could think of something positive to say...
Nothing notable
No not really if anything it has been made more difficult particularly in town along king and hunter street due to construction
There seem to be more cyclists around, which helps me feel safer.
Cycle path near Hamilton South PS complete, thanks
Not really
Pedestrian behaviour has improved on cycleway such as Fernleigh track although it can be quite busy or overused by family as recreational area.
Not on the cycle-ways I've been using

Either I have found them or there seem to be more places to secure bikes
Minimal improvements. Much of what has been done seem to have been done to tick the boxes for good PR.
More cycle ways - great, thanks!
None There has been a deterioration Cycling along Darby Street, Beaumont Street or Hunter Street have become increasingly dangerous for cyclists.
Only slow social riding around the foreshore
People on cycle paths are more courteous to each other. Cycling on roads has generally become more aggressive, particularly in the Honeysuckle area.
There's a little less traffic on Hunter Street.
Yes I really like the beach cycle ways, i live at Merewether and ride past the beaches often
No
No, I have recently moved to Newcastle (Jan 2020)
No
No, paths have gotten worse, particularly through honeysuckle. Along with frequent construction vehicle movements, it is quite a dangerous place to ride
No. Not where I cycle.
Nope
None as yet
Fernleigh track well maintained
Fernleigh has had maintenance. Other than that have not noticed anything.
Separate bike path near Hamilton train station is good but a small section.
No
There are a lot more bicycles out now then ever, and the facilities are as good as anywhere, except for the shared paths.
No
I can see the Council have dealt with bits here and there, gradually improving the continuity of the network. Actually right at the moment I can't think of an example but do note the changes as I ride around the LGA.
I have not as I am lucky.enough that my daily commute is along quiet streets, bike lanes and shared pathways
There have been some great sections of cycleway around the city but they are badly connected
No
No
No. Honeysuckle Drive used to have a marked cycle way, but after resurfacing the cycle way was never reinstated. Hunter St is now too dangerous to cycle down.
More road markings indicating cyclist using road
None of the changes in the past 2 years have been on any of my regular cycling routes
There have been somewhat improvement to cycling infrastructure. However it's still not safe, more signage required to warn cars about cyclists. Shared paths do not work.
not on my normal routes.
Less traffic and more space for cyclists
No

Some bike parking but not all having the necessary 'natural surveillance' from buildings/ public spaces.

Removal of some obstructive/ hazardous features like bollards, chicane rails and pinch-points, which NCC would never put in car moving traffic lanes.

Better online route/ facility mapping.

Apparently targeted better maintenance of back-street routes used by cyclists.

No if anything they are worse as all the MAMIL are breeding

There are many more cyclists using cycle paths

The cycle lanes on Hannell St at the Interchange, That's it.

Very few actually improvements. In terms of traffic signals, most new installations do not consistently detect a bike so this is a reduction in level of service.

Lots of plans but little action

No. The tram and increased work around the harbour have made things worse. There is still no safe logical way to travel into the old CBD area, or west out of the city.

Nil

More off road routes and way finding.

No

I always welcome any increases in dedicated bike lanes. Have noticed a small increase in these.

Yes. More cycle from endly road ways.

There is some increased awareness but we have a loooooong way to go from the 4WD culture.

no

No

Probably getting a little less abuse and a bit more space from motorists recently.

Standards maintained not improved.

Recently moved here so can't comment

No

Yes

A few trees trimmed on honeysuckle after pointing out they were dangerous. A new team track makes riding some areas impossible. The track on the breakwall is full of corrugates and potholes

Some cycle ways are better connected (Islington), the shared path between NEWCASTLE station and Nobbies has been widened.

Apart from bathers way I haven't noticed any new improvements. I ride around 100km per week and apart from 200m of shared path at lambton pool I can't recall anything else. There may be small little works but nothing of note.

No.

Cyclists and motorists are respectful to each other and manage Hunter Street very well, I feel quite safe riding along this street

More cycleways have improved some journeys.

Wider lanes. More clearly marked paths

Need more electric charge stations, they used not by bikes but electric Skateboards and electric skooters

Sorry I thought this was going to be about recreational mountain biking

No. Motorists have become more aggressive towards cyclists.

Not on the routes that I go on.

I'll take that to mean "cycling experience". Yes, drivers in the harbourside precincts are patient and mostly courteous.

The widening paths along the bathers way make it easier to ride with children. The road closure along the foreshore opposite the location where the Supercars mechanic's pits are located has made it easier to ride along this stretch with children.
I have only lived in Newcastle for 2 years.
No
Better signage of cycleways
I have only recently moved to Newcastle
The cycle way next to islington Park has improved slightly however I think this is probably related to the adjacent development.
None at all
I have only lived here for 2 years
Fernleigh Track - pre Covid, people were generally courteous to one another. Only the occasional dog offleash, usually accompanied by someone rather aggressive about their "right" to that. Since Covid, substantial increases in dog poo, unleashed dogs, aggressive people walking 2-4 abreast and refusing to walk 1/2 file and allow others to pass them, etc.
Extension to Fernleigh track Glendale track extension
I have discovered somewhat hidden or ill advertised cycling links which are isolated and unlinked to others.
Biggest improvement that I can see is that more people are cycling and that there is more talk about cycling.
N/A i have only been riding for a year
No
Some better street signage pointing out distances and directions to suburbs or areas
A lot of motorists are finally cool with the whole diversity thing. They no longer honk and stare [REDACTED], and I have really noticed a change in the local placement of 5G antennae towers. I see a lot of them going up pre-COVID19, and I must say, I am a firm believer that they are spreading the disease. I think before you worry about bikers rights and all the LGBTQ-biker babes on the freeways, we really need to prioritize burning down the 5G towers. For me, I am going to keep wearing my CREST white strips and drinking clorox to keep my teeth white, as they truly are the first defense in the night on our dark and story bike ways. #whitesmiles #brightlife #bestlife
Extra separated paths being created
Nothing material
the honeysuckle has improved Nobbys beach area has decreased as there are no bike racks
Not much
The Hamilton Donald St shared pathway.
Have not noticed any improvement in the 24 months
No
Better signposting, some new paths (honeysuckle) more clearly defined on road bike paths
None,
No

i haven't seen any improvements in cycling infrastructure in Newcastle in the past 10 years as an everyday cyclists-----cycling has a very low priority in the city of Newcastle and it doesn't really worry me as a daily confident cyclist but it is a shambles for the not so confident if they have to head on road--i am not expecting much improvement over the next ten years but you never know---hate to be pessimistic.

Infrastructure has been built which is positive but sadly not enough

No

yes, on ramp at corner of Young St and Elizabeth St in Carrington has made that intersection much easier to navigate via bike. But the negative changes (granted some are only temporary) out weigh the positives on the routes I ride.

It's gotten more dangerous along honeysuckle. So no

More connection of cycle ways

Walkers and Riders on shared paths are getting more used to sharing.

No.

Nothing notable.

Looking forward to the works been completed around honeysuckle

No

More bike lanes in limited areas

Not road cyclist

A little draw back was restrictions on riding on footpaths forcing riders onto busy streets

There are wonderful cycle ways in the LGA from Kotara around to the Fernleigh track, around Lambton park to the Showground and through Islington park to Nobbys, along with the shared path on Donald St, Hamilton. It would be nice to join all of this infrastructure up with less on-road travel for cyclists. A route through town from Hamilton along King or Hunter St with less risk than there currently is from the two lanes of cars and trucks that make riding this route quite hazardous would be a good improvement too.

I have been overseas for two years traveling by bicycle. What I remember from two years ago were that there were many disconnected bicycle paths. They were mainly shared paths and on road paths. Some of these disconnected paths appear to have been fixed.

There does seem to be some better cleaning/maintenance of the cycleways

No only worsening hatred towards cyclists.

Definitely NONE

Newcastle east between Nobbys and Newcastle is safer since the upgrade of cycle way along slide bathers way

No

Hi I have nearly been hit by a car in the cbd Newcastle mall and near rd on honeysuckle drive yeah a lot of youg ones are having ago (3to8]

No change

It is worse to ride in Newcastle since light rail has taken a lane off Hunter St and forced traffic elsewhere.

No

No

No

No.

Not much. Progress has beeb minimal. Reliance on poor standard shared paths is very dissappointing

Slowly green bike lanes are being introduced around major intersections
Yes more green bike lanes evident
No
Not noticed
I haven't noticed anything that stands out.
No - the council promotes it publicly but deters it with actions like jutting out kerbs at corners, providing minimal space for cycling on roads, allowing pedestrians and dogs on all cycling- based amenities...
Cannot say only lived there 6 months
A couple more of the green bike lane markings... however in some places these only appear for a few hundred metres then vanish again
Yes, the honeysuckle area generally. Though the honeysuckle development near the north side (across from Sparke Helmore) has caused a lot of dangerous situations and near misses
Cyclist have become more ignorant to the rights of pedestrians.
No. The Tramway has actually impeded cycling in Newcastle, along with other development.
Uni parking
Unfortunately, apart from the ~15m of repainted bike lane on Union Street, I can not think of any improvements. Unless the shortland esplanade bike lane was added in that time?
Routes from Carrington to honeysuckle.
Not really - Completion of section along John Parade
No
NA
Routes signposted is positive, especially for newer cyclists.
No
A few short green lanes .
Not really
People die from poorly planned cycleways over tram lines.
Not Really, accept recently because there is less cars on the road which makes it is less terrifying.
n.a. (I moved to Newcastle in Nov. 2018).
some more separated cycle ways
Not really
Not really
Better access eg honeysuckle to Maryville etc but need more thanks
Bathers Way is ok but only week days. Otherwise too crowded
Mountain biking has become a mainstream sport, akin to surfing, swimming and running.The CBD has become much more dangerous for cycling with tram track recesses and raised kerbs in the middle of the road.
No, it has gotten worse
MTB trails in glen rock recreation are amazing
The new path along Honey Suckle
So many! Much better connected paths for using a bicycle as a form of transport - to work at the Hospital and in town, the Uni and shopping centres.

Connection of bathers way is an improvement. The popularity of this type of infrastructure shows how many people want this type of bike/ walking area. Unfortunately the popularity causes bottlenecks in places. I would love to see safe ie protected commuter bike routes connecting suburbs separate from the leisure type routes eg bathers way and fernleigh track.

More people are cycling.

There is a growing value of cycling

Council is more focussed on improving cycleways and making them safer and more accessible and functional.

There continues to be agitation and aggression towards cyclists from motor vehicle users. Cars continue to park in cycle lanes, and often encroach into the lanes themselves when driving. The amount of glass bottles smashed in cycle lanes in and around the city make them unusable, with them rarely ever being cleaned/ swept. Riding options in the city for those who ride quickly are limited, with shared paths presenting as dangerous to use for both cyclists and pedestrians when speeds are 30km/hr+.

More cycle ways and paths.

More cyclists meaning there's increased awareness from drivers around bikes.

There have been a lot more bike users in Newcastle over the last 2-4 years, without a commensurate increase in facilities.

Divided on-road cycling paths are the norm in many cycling-oriented countries and Newcastle Council, having a very bike friendly topography and central population, should be aiming to make itself an shining example as the benchmark cycling city in Australia!

Yes, since the installation of Light-rail, the wider footpaths along Hunter Street has assisted with shared pedestrian/bike use (however, pedestrians are often not courteous to riders using the footpath). It would be good to have the wider footpaths on the northern side of Hunter St extended West to allow for shared pathways where Hunter St traffic is single lane. Also, Hunter St road surface from Stewart Avenue heading East (to KFC) is every uneven making it difficult to ride along this section of the road.

No. Cycling infrastructure has been degraded in the past 2 years. Previously big improvements were being made but between light rail and construction along honeysuckle, the options for cycling safely into cbd have been degraded. Meanwhile, road conditions around Newcastle are poor with unrepaired potholes making road use problematic.

It is noticeable if you cycle in Newcastle LGA and Lake Macquarie that the conditions in Newcastle are noticeably inferior.

Cycle ways are being connected but there is still much to do. Surfaces are better, dangerous car door bike lanes still exist. Signage needs to be improved to explain how cyclists and pedestrian coexist. More toilets and water stations are needed (Fernleigh Track). All shared paths need a centre line and keep left motifs. There are low hanging tree branches. Verges on the Link Road, Industrial Highway, the Newcastle Bypass need to be swept to remove debris. Some roads could be banned for cyclists. Unregistered motor cycles are a danger particularly on the Tramway Track. Burnt out cars need to be removed promptly. The onroad bike path from New Lambton to John Hunter Hospital is impractical because of very steep grades and incomplete signage. Disruption to bike paths due to construction work needs to be handled much better with consultation with and experienced cyclist. Have a look at the Honeysuckle construction site and I point out that the light rail construction was very bad,

No...Strongly believe Ncle should look to Canberra's example and follow it

No It has gotten worse!! Unlit cycleways (Throsby), bike paths on big roads littered with dangerous rocks, light rail revamp made hunter street cycling dangerous, cycle ways constantly, inconveniently and dangerously changing as an after thought (honeysuckle property development for example).

There has been a commitment to maintain and improve bike paths and road markings for cyclist

The continuing maintenance and support of the Fernleigh Track gives me hope.

I have noticed a lot more riders and walkers/runners. We need more tracks/cycle ways

Yes. More bike tracks and more.. but also so many mistakes.. like next the light rail.. there should've been a separate bikelane on the road or either on the footpath as thatbi wide enough.. and light rail is not dangerous.. no common sense is. Look a bit more to the biggest bicycle countryin the world.. Thr Netherlands.. so much we can learn from there! I used to ride between 20 and 50kms a day over there. Also as little boy going to school alone for 15kms.. But in Saying that i csn see we sre trying. Just the light rail project missed out big time.. tighers hill to the fernleigh track / broadmeadow can use some better or safer connections. Simple ones are bike lane on the road.. it only needs to be like 1 meter.. or less see most roads in the Netherlands.. thats obly paint.. and for lotsnof people here it will make sence the instead od abusing each other..

Yes, more connection of bike paths. But from New Lambton to Newcastle, there is a big gap that requires riding on the road through Hamilton North and into Islington Park. Just a shame that small section can't be connected, for ease of cycling with little ones

Cycling infrastructure has dramatically increased in the last 2 years but the ultimate goal is to connect the cycle paths together. It's great to see the increase of paths and I hope the funding continues to join them together.

Road quality and markings have improved.

Not really recently, on road bike paths have been terrible maintained and often full of glass  
They need sweeping, particularly industrial drive

Not really.

The connectivity between cycleways still needs to be improved. The various tracks around the city (such as the Fernleigh Track, West Wallsend Track and the Track along Throsby Creek) remain excellent assets, but they appear fragmented. So, it would be great to improve their connectivity, increase their length and “market” the cycleway links to encourage more people to use them. The latter would only be feasible if some serious investment and work was undertaken to deal with the connectivity and length. The improvement of connectivity and length would then serve more of the population and encourage people to ride their bikes more (because they could easily access a local track, commute or exercise more easily and critically, feel safe while riding).

Another issue is to “police” the occupation of bicycle lanes on roads by parked cars and to reduce the “disappearance” of bike lanes, where a marked lane abruptly finishes.

There are an increasing number of riders in the area which in time will help change attitudes towards riders. Being deliberately cut off has reduced - I ride to work in town and this was at least a weekly event 2 yrs ago.

Some limited improvements for recreational cycling, some backward steps mainly in relation to commuting cyclists. Hunter St light rail has made it worse in the CBD area.

I ride the same path (foreshore route) everyday to work. It remains the same. Feel Dumaresq st is dangerous heading east.

Some marked bike lanes added but many end without notice at a point where traffic pinches up and is unsafe
Additions to cycleways and better approaches/departures onto/off cycleways.
Lake Macquarie council has been extending the shared path near Boolaroo. Obviously the decision not to include cycling infrastructure in the Hunter/Scott St redevelopment was massively stupid.
Hamilton North Railway crossing & Newcastle Beach up to King Edward Park.
Haven't noticed any improvements, there is no continuity to cycle paths. There doesn't seem to be any logical reason to where they are and what they link up to. The Fernleigh Track starts at Adamstown and there is no link between there and the beaches or foreshore or Honeysuckle area???
No nothing has really changed..a short cycleway has been added at the snowbound..you need to look at Sydney CBD to see lanes for cyclists only..They are great..you had the opportunity to do this with the lite rail and did nothing..I have been hit twice by cars in Newcastle CBD and had many near misses.
Enjoy any of the Up-grades However some of the older routes thru town need marking or re-marking. And to be more obvious
No and still waiting for a bypass of Hexham to get to west side of Iga safely. West of Hexham is a deathtrap and council has done nothing for many years except "preliminary engineering" or something. Negligent in my opinion. Little improvement in 10 years.
Drivers are generally a bit more accepting of cyclists on the road, and willing to give more space when overtaking. However, the big problem is the on road bike lanes in the danger zone where people frequently open their car door in front of the cyclist, endangering their lives. The number and distance of off road or separated cycle lanes needs to increase dramatically to encourage more cyclists as an alternative to driving. Connected public transport has declined in the last 2 years, and this reduces interest in cycling, because there are more cars on the road making it more dangerous; and there are less options if one has to get home after dark or if it rains, and they don't want to ride home.
Not really. There is a disconnection between cycle routes. There should be better flow and more cycle paths.
Some bike paths have gotten better but there has been no time or money spent on the mountain biking side. There is not maintenance done in glenrock nor is there anything new being built.
More people choosing cycling for daily commute due to parking availability and cost in CBD. CBD still lacking secure bike parking and end of trip facilities.
Yes there have been improvements, but as a regular rider I would like to see it expanded. More signs showing where cycleways are would help especially for visitors.
Awareness and education. Cycle routes outline with some protected bike lanes.
I have not seen a vast improvement and sometimes I feel unsafe whilst riding morning and evening

I think there has been some improvement in motorists attitudes towards bikes, since the laws around riding bikes and practicing proper distancing came in there are a lot more respectful over takings. But it is still VERY VERY scary being on roads with no shoulders for bikes. There is a huge risk basically anywhere you go from being “car doored” or being over taken too close by motorists. We really run a super high risk from left and right. I believe there needs to be more consideration when redevelopment of road ways occurs to make them bike friendly. The shared paths and bike paths a nice, but that is not enough to get to about 90% or Newcastle. Feel free to lose a car lane in replacement for bike lanes and see a increase in safe bike riding into the city. Where people can then spend there money. Parking a bike is SOO MUCH EASIER than finding a car space. Even in the suburbs, Beaumont st, pretty much anywhere.

Not a lot pro cycles.

Newcastle city more restricted & dangerous.

Merewether-no safe route to & from baths.

Fernleigh track needs connection north to city & south to Swansea ad well as improved connectivity from Belmont to Wallsend

The cycle way from the NC train station on the footpath in Hunter st , to the courthouse is a pleasure to ride along, wide and smooth. Also appreciate wide smooth ramps leading from footpath to road surface. Looking forward to the completion of connection from the yacht club to lee Wharf.

Not really, new cycle lanes have been put in places but it’s only when that road has been upgraded. The connecting roads to and from it won’t have cycle lanes which can lead to confusion and possibly cause an accident.

Yes, inner city circle or Newcastle is more cycle friendly. Fernleigh well maintained

I have noticed some new sections of shared path. There are key missing links though that require attention.

I have been bicycle commuting return from The Hill/Merewether to Rehead since 2003. I've noticed a growing increase in bicycle riding yearly since Fernleigh Loop opened in 2011. Bicycle riding has become a large part of Newcastle activity, even pre COVID-19. But please note Bather's Way is primarily aimed at walkers and signs demand slow riding so is not conducive to commuting. I feel there have been improvements for walking but bicycling has not had enough attention given the changes in traffic type.

No. And the shared path along Throsby creek was made narrower by Mavid Developers who built town houses on the former hunter valley research foundation. Apparently it was part of their community improvement contribution. I struggle to see how making an already too narrow path more narrow is a community improvement. And council allowed it to happen.

Since covid Throsby creek shared path is actually too crowded to use.

A crossing is required at Lewis Street bridge

Bike parking outside new council building.

Awareness of cycling as valid transport option in general.

I have sadly seen little in the way of improvements. The city has gotten busier or redevelopment has incroached on my regular existing routes. Hunter st is now crazily dangerous. The foreshore a hazard for pedestrians. It's sad to see so many bad decisions impacting what should be the most heralded transport at the centre of a fledgling, future focused city with so much opportunity.

Yes some tracks have been improved

There have been some additional on road bike lanes made, but these are dangerous (in the car door zone and car drivers are not used to sharing with bicycles). To use them you need to be a very confident and defensive rider, not something most people feel up to.

More green cycle lanes on certain roads, however they are random in length and often disappear at the worst times for cycling safety. Example : King street between Pacific Highway and Beaumont street. Especially around Tudor street. Super dangerous for road cycling/ commuter bikes.

A few shared paths and a bike parking facility here and there

There are no safe cycle ways into town. I ride to work each day from Hamilton to the top of Town. On King St, I ride my bike beside parked cars which I worry will open doors on me. When there are bike lanes, cars should not be able to park on them or beside them. A car door should not open onto a bike lane. Cars should not park where bike lanes are. There needs to be far more awareness about bike lanes if parking on a street with a bike lane. I have to ride my bike on the footpath along Hunter St to protect myself. I love riding my bike, I sold my car earlier this year because I wasn't driving it. I want to ride but would like the Council to make it safe for me. We have a beautiful city and more people are out now riding. It would be an ideal time to make some positive lasting changes to make it a greener city.

Not at all. The attempts that have been made, clearly don't have the user in mind. Is very tokenistic as they lead you onto busy busy roads and 'just stop'. They don't link up and the bike paths on the roads, have unsafe spacing. You either dodge a car on the road or get hit by an opening door. The inner city upgrade totally missed bike access which is a huge oversight as so many people would rather ride to town than drive due to limited car parking. I think there should be smart planning and investment (especially after covid) as there are far more people utilising bike riding over driving, there is momentum. Helps make our city green. This is really important to get right in our city.

New shared paths have been constructed which is great for leisure rides but using roads to get to where you need is absolutely dangerous.

There is more cycling lanes being made on new road developments but it's ridiculous when the cycling lane just 'disappears' into thin air all of a sudden. It's ridiculous.

Extension and improvements to Fernleigh track is terrific, path along foreshore from Nobbies headland passed Sailing Club is great too.

The Newcastle velodrome at Adamstown is in terrible condition- nick named the bumper Drome as there are huge cracks in the concrete, graffiti everywhere ect . It's in desperate need for a revamp.

Townson oval looks great. Fernleigh Track is also in great condition. Good facilities.

Yes. I have noticed more bike signage on roads and shared paths.

Some improvements around the Honeysuckle area and stands to park your bike around the Hunter Street area of CBD.

The tiny bit of off road cycleway on Donald and Parry near Hamilton Train Station, but it's not very helpful as it's so short and crosses roads where cars have right of way.

There are a few more places with green paint to indicate space for bikes

Hunter street changes have not been an improvement

There are some ok things but shared pathways are not the way to go. Check out places like Denmark and Amsterdam, they have brilliant cycling infrastructure.

Some extra cycleways next to roads - but as these are shared with pedestrians they are slow and potentially dangerous. Plus they do not link up.

Some new paths but connectivity still a problem
Merewether beach bikes can go 2 ways but cars only one. Electric bike hire.
Hannell St Throsby Cr links and Cycle lane Union Street 👍 And seeing more cyclist
Dedicated cycleways in city, and beaches. Hire bikes available at several locations near beaches and harbour.
more cycle infrastructure but sometimes they are more risky to use. The original plans advertising the redevelopment around the rail corridor / tram showed dedicated cycleways however this didn't materialise There are more bike stands to lock to
Motorists have been more considerate since the new state 1m law about overtaking. Bathers Way is sufficiently wide enough for pedestrians and cyclists. Consideration is being made to the shared paths in the development of the Honeysuckle area.
Haven't noticed any lately. Cars not always giving us the right clearance when they go past we think to intimidate us eg memorial drive. Cars still merrily park across the cycle lanes on the main roads so we have to merge into the traffic which is dangerous and frustrating. On shared paths pedestrians still walk three abreast and we have to continually ring the bell to get around them. Some drivers are lovely but others give out feel an attitude towards us as being less entitled as we're yelled at to get off the path and on the road but then drivers tell us to get off the toad. Thanks
No obvious improvements in spite of the rise in commuter cycling. I have stopped riding on the road, even roads with wide verges as these verges are almost never maintained or swept leaving huge hazards to avoid. Drivers are aggressive. The 1 metre rule is never policed adequately. I love riding my bike but to me riding on the road represents a huge risk. A risk I am no longer willing to take.
Extension of the Fernleigh. More work required to connect areas. Roadways often have a bike lane that just disappears causing unsafe situations Poor decisions around the warmers bay cycle path allowing markets to set up in the middle creating high congestion area should move the markets to across the road
Apart from the new area by the tram lines none. The local commute cycle ways are ok but cycling is a long distance sport and the roads here are rough and full of gravel on the edge where you need to ride they are bad to drive on, let alone cycling on!! The drivers don't give any room. Especially quarry trucks. There are some amazing places around Newcastle such as Nelson bay and even Newcastle center bit to choose to cycle any distance to these locations is uninspiring and dangerous. A lot of the cycle lanes (gutter on side of road) are marked as cycle lanes but are often not wide enough and quite often just stops and continues further down for no reason. It's not a place cyclist look to visit for rides. I only ride here due to a defence posting and have no option and where I can a drive out of Newcastle and go to places better set up for cycling
No, the opposite. Nowhere near enough facilities. Joke cycle lanes beside cars. E machines and inconsiderate cyclists speeding on shared paths .

It is good to see Newcastle laying separate bike paths along Merewether Beach, Honeysuckle and along the old train line.

Some new cycle routes, paths - but generally poorly connected together.

A couple of new cycle lanes have been painted on the streets. But they are still not safe enough for cyclists. There needs to be a clear, raised divider on the streets for the cycle lanes - like in Sydney, Melbourne and other cities.

I have also seen new electric bike stations, which are great for tourists or people who don't have their own bikes. But if you have a bike, there are not enough bike stands around to safely park and lock your bike.

Car drivers are, for the most part, getting better at sharing the roads.

Some cycleways are much improved, eg around Throsby ck.

No. The shared paths are used by pedestrians who do not understand share. The pedestrians are foul mouthed & abusive when yiu ring bell to pass, they rarely move over without comment. Stop & talk in middle of path. Walk so they block path. Pram pushers do not look up from phones & rarely make an attempt to supervise dogs or children under 5. Signage educating pedestrians would be good. Joggers in bicycle lanes as well as cars parked in bicycle lanes are dangerous as are bus drivers who ride too close to cyclists. Go anywhere in the western world & pedestrians are better behaved than Newcastles self entitled ignorant lot.

Yes, there have been vast improvements in the past two years with regards to; dedicated cycle lanes within the inner city; inclusion of bike parking and bike facilities within new developments; and work to connect existing disconnected cycleways with key places.

Very minimal. The cycle path added on the foreshore (honeysuckle you newcastle west) has been good. Unfortunately the changes to Hunter street have been bad squeezing out bikes and putting them in a dangerously narrow road.

Much better connections to the suburbs are badly needed and cycle lanes separated from the road by a physical barrier.

There have been some improvements (lane markings, green lanes at traffic congestion spots, signage additions)-but not enough

There seems to be an increase in bike riders (commuters, not the lycra road cyclist). There also seems to be an increase in women cycling which is encouraging.

In terms of bicycle infrastructure, there has been very little improvement. There have been some additions, eg the share path at Hamilton, which seem to be a waste of resources or ill thought out. The shared path is intersected by numerous driveways and side streets along a main road. Who was the intended user here?

E Bikes Hire scheme ,  
Bike racks at Newcastle interchange ,  
Nobbys esplanade cycle lane ,

More bike lanes and cycle ways have been built. Some resurfacing of Mackie Ave, New Lambton is required as this is a major link between the Fernleigh and the broadmeadow cycleway along with a safe way to cross St James Rd in traffic.

<https://goo.gl/maps/N7ZYhNn1ghofawd6>

All in all the cycleways are awesome although would be good if a sweeper could sweep the constant glass and debris on all bike paths and shared cycleways. An example of this can be seen riding from Sandgate to Hexham.

Also the tram tracks do not worry cyclists unless they are being careless.

New cycle pathway next to show ground in Broadmeadow. New cycle pathway on Donald street. Fernleigh track working well

The “improvements” (such as Bathers Way) are marginal, because they are made up exclusively of shared paths. These are inadequate in even a moderately successful increase in bike usage, as it eventually always creates conflict with pedestrians.

On the other hand, the level of construction and “revitalisation” has sent cycling backwards. The Foreshore Path interruption at Honeysuckle and the light rail disaster on Hunter and Scott Streets are impeding the activation of space in the city, which is the exact reverse of what was intended or promised.

The Fernleigh Track is a great resource, as is the cycleway along Throsby Creek to Honeysuckle. More commercial buildings have end of trip facilities which makes it easier to commute. Dedicated bike lanes on roads are always welcome.

Some more connections with bike lanes however Public perception of cyclists as horrible. At least once a month I have a very serious near miss. Most of the time it’s poor visibility or drivers mis judging speed.

Dedicated bike lanes that aren’t in the car door opening zone would help

Yes, there have been more cycleways pop up around Honeysuckle and along Merewether beach. Cycleways seem to be increasingly considered as part of the councils CBD planning and development which is very great to see.

Somewhat, more shared cycle ways which is an improvement. But still not enough to safely ride to work or restaurants/shops etc. I live at Newcastle East, and work at Newcastle West. I either get abuse from cars if I ride on the road, or passive aggressive looks (or sometimes abuse) from pedestrians if I ride on shared cycle paths.

I do like the green painted cycling paths on the roads.

I ride a commute bike to work, road bike & mountain bike.

I enjoy riding the FLT.

I enjoy riding throsby creek track.

I enjoy riding Glenrock.

I miss racing at Kooragang.

I believe the council could do more green painted paths.

I believe Hunter Street should be better for cyclists.

I would love to see true cycling lanes like the have in Denmark, Holland, Sweden & other countries.

I do rave about Newcastle as a cycling city however, we still have a long way to go.

As a cyclist sharing the road with car’s drivers, we all want to make it safe & return home after every trip.

Happy cycling Newcastle 🚲🚲😊.

## Is there a specific cycling route which you believe needs further maintenance or upgrading?

We ride from Watkins st into the city. I believe there is a plan to change Watkins st into a shared cycle/footpath while narrowing the road from the Buchanan St intersection, we think this is ridiculous. For a start it's a quiet enough street to ride on the road safely sharing with cars. Next it will be dangerous for both cyclists and residents who might back their cars out from blind driveways into the path of the cyclist riding on the shared path and coming down the slope on Watkins st(after Buchanan st) travelling at speed towards the beach. Also if the road is narrowed to accommodate the cycle path it will limit resident parking, especially given it's a bus route. It will severely diminish the everyday utility of the street for those who live there for the pleasure of spasmodic use by cyclists. I cannot think of a situation in Newcastle where a bike path has been built across a residential driveway. Thorough community consultation should be carried out!

Richmond Vale Rail Trail

I think that the cycleway from Broadmeadow to Jesmond could do with a facelift.

Fernleigh Track extension to Swansea.

Along the foreshore is a bit haphazard with all the construction work.

All main access routes into and out of the city. Few people care about riding around in a circle in a park, we need serious consideration given to major routes

Hamilton area to Newcastle East

Connecting the Fernleigh track to the CBD on a separated path.

Maitland Road through Mayfield. Facilities are good through Islington, but as soon as you round the bend near the TAFE, you're on your own!

Mayfield to the McDonald Jones stadium has rough pavement (and often broken glass) which can pop road bike tires

R6

The management of the cycle way from Islington to the beach has been poorly managed throughout the ongoing construction. Traffic direction and planning has been terrible.

Connection from Islington park to mayfield via tighes hill. Maitland road crosses over two bridges - Throsby creek and the coal trains- with minimal off road opportunities for cyclists and pedestrians.

From the new interchange into the city. The cycle path that exists is extremely busy with foot traffic, dogs, small children.

R6 - along Chinchin st is a complete death trap as it is a narrow road and parked cars open doors straight into the bike lane. Needs a proper bike lane, shared path or the route needs to follow a different road

City to the university - Callaghan campus.

In particular crossing over Maud St.

Is it possible to run a bike path the length of the rail line from waratah towards Warabrook and the TransGrid site?

Maitland road into hunter street

Glenrock
Mayfield to islington is a bad spot
Enforce speed limits on shared paths
Mackie Avenue New Lambton. The road surface is dangerous for cyclists. It appears to be made of concrete and has wide horizontal cracks through with grass growing out of the damaged surface. We take other back streets to avoid it. But we then have to cross St James Road to then connect with shared path through Alder Park.
the proposed cycleway near the Gates Hotel at Adamstown needs to be constructed
Options for commuter lanes on the main roads into Newcastle such as Maitland Road. The bridge crossing over the railway at Tighes Hill is very dangerous.
Fernleigh track.
Around Cooks Hill
More cycling routes in the west of the city
Broadmeadow to the start of the Fernleigh track
Continued work with NPWS for improvements in Glenrock
Connectivity to the fernleigh track at both ends could be improved
Mountain bike parks
Connecting Kotara/New Lambton and Broadmeadow off road paths with the city centre.
Glenrocks area
The mtb trails
King St
The approach to the Newcastle CBD through the likes of Parry Street and King Street.
Riding from newcastle to speers point/Lake Macquarie there are many areas that need to be linked much better, especially from the glendale end of tramway track to the lake, its a bit of a goat track & needs to be much more fluid. lots of missing links.
Connections from the Interchange
From adamstown to the stadium, the section where you ride on the road, the road is in very poor condition.
there are a lot of segments of cycle route - we shouldnt have to depend on the designated routes to be safe, but if Council is going to have a designated route, at least make it connect all the way, and be mindful of the cyclists needs, not just to get out of the way of motorists.
Hunter Street, going from West to East.
Mountain bike tracks
Main issues are around major property developments that use the parking and bike lanes forcing riders in to traffic lanes esp around honeysuckle drive
The only safe routes are dedicated cycleways. Green paint on a busy road does not make it a safe place to ride . Only dedicated cycleways or separated cycle paths on roads are safe . I do not know of any of these separated cycle paths in Newcastle .
The connection across Stuart Avenue... disconnects Newcastle from the west and is very dangerous to cross

Route 6 between broadmeadow and islington. Seperate bike lane between bar beach and merewether.
Connect Fernleigh into Merewether, nobbys, Wickham and Stockton . This would provide 60 k of cycle way from Murray's Beach and be a tourist draw card like Bright area in Victoria
Newcastle to merewether
Dudley to Belmont could do with more water taps.
Routes connecting to fernleigh track
Glenrock, I know this isn't council land but it is very important for supporting mountain bike riding in Newcastle
Glenrock mtb park .
Routes from suburbs such as New Lambton / Lambton into the city, as bike lanes seem to appear and disappear in this direction.
Newcastle needs a dedicated MTB park
The cycling and walking path near Lee wharf construction is terrible and very ill considered. I am disappointed the council has allowed the private construction to take over the bike path. The temporary measures put in place to create a makeshift path are very unsafe. I have witnessed accidents here between pedestrians and cyclists. I was riding on the bicycle marked part of this road this week and a construction worker was walking with a wheelbarrow, in the bike lane, against the bike traffic. Very dangerous.
Hunter street and surrounds
Honeysuckle way is awful - it breaks my heart seeing so much area fenced off for construction leaving bikes on the road - especially when nothing happened behind the fences for ages. Grrrrrrrr. I am hoping this is fixed soon
The combination of the tram and the building activities blocking cycleways in Honeysuckle have made it more difficult/dangerous to get into the city.
Yes. There needs to be bike lanes through Darby St to the tram track and down to Nobbies Beach.
The signposted trunk routes from the city to the suburbs and major facilities. Presently following the routes on or near roads requires a familiarity with the specific route, and often has no separation from traffic or support at crossings.
Mountain bike trails!
Between islington and Carrington. The route following throsby. Needs some maintenance on the path
The focus should be on safely connecting what cycleways we have before upgrading existing paths
There needs to be a dedicated cycling path the whole way along the A15 from the stadium, right through to the cbd area. Only parts have cycling lanes/shared paths and the rest is a death trap waiting to happen, it's one of the busiest roads and the main way to get in to work, and if you are riding past the Plush sofa store area not only do you have to compete with cars parked illegally in the morning, but the buses and other raging drivers.
Many of the cycling routes include some unsafe road sections. It would be wonderful to have these made more cycle friendly, safe.
Stockton Bridge to Williamtown.

In the city of Newcastle, It seems to be more difficult since light rail and the Super car event is a nightmare for cyclists.
Glenrock mtb trails
Mackie Avenue New Lambton
University of Newcastle Callaghan to the city Route 6
Glenrock MTB Area
Inner city is just unsafe dangerous and hazardous to survival.
Getting around Queens Wharf is dangerous
Newcastle to Maitland
Warner's bay narrow path, a lot of pedestrians who seem to resent the presence of bike riders.
Glenrock recreation area could benefit from council support. Towns such as St Helens and Derby, Tasmania have benefited significantly from interstate and international tourism. The local councils understands this and provide funding for access road and mountain bike trail maintenance. Newcastle council needs to facilitate diversification of tourist draw card attractions. The Newcastle 500 is a step in this direction. Jetstar now charges extra to take a bike as checked luggage to Launceston indicating how successful Tasmania has been at attracting cyclists. Bright, Victoria is another town that has embraced cycling tourism providing infrastructure for both mountain and road bike experiences. This contributes to the low vacancy rates at their holiday parks and helps sustain more eateries than a small country town should be able to. Newcastle should take every opportunity to diversify away from our reliance on mining while money from that source is still available.
From city campus to Callaghan campus
The Fernleigh track really needs to continue beyond Adamstown Station. It is very dangerous around the station area. Beyond Adamstown station and alongside the railline through the suburban streets of Broadmeadow it is pretty good but then becomes difficult again connecting through Hamilton to the city, particularly the are crossing the highway and onto Honeysuckle.
Jesmond to Wallsend Cycleway. Lambton to Jesmond is good as it Wallsend to Glendale. The area in between needs work.
paths to and from the university at Callaghan
Links to the University.
Honeysuckle! This should be the best route in the city but it is a mess. Queens Wharf just blocks the path without a clear detour solution.
Fernleigh track. Various sections have fencing down for years due to tree falls with no sign of repair.
Wickham to Nobby's beach
At Maitland.
Beenleigh track
Yes by linking Argentine to the Tramway Track that takes you up to Wallsend
Bathers way
Maybe small lighting ie solar powered LEDs for night riding.

The construction along Honeysuckle makes cycling quite dangerous. Connecting from Throsby Creek to the Honeysuckle Hotel is very difficult. Having to navigate sharp corners, the on road bike lane is far too small and way too close to the parked cars - cycling to work you risk someone opening their car door without looking and using the shared bike path is too difficult with the uneven surface and limited space. More thought needs to be given when setting up construction zones with the impact it has on cycle route

New cycle paths such as on Minmi road are not well thought out and could have been so much better.

You need to really incorporate SAVE cycling in all road upgrades.

Teralba Street Adamstown, which then links up with Dumaresq St next to the race course

The main roads connecting outer suburbs to the city centre need work.

From Tooke St across National Park to Marketown. Starts with a nice concrete path and then stops in the middle of the park.

Fernleigh track at Adamstown to Newcastle City Centre

Hamilton to the city- bush with cars and need to use a route on the back streets to stay safe

The main road into Newcastle is now a single lane with no access for cyclists. There is a sign opposite the entry to Darby St on Hunter St with a picture of a bike with a line through it yet 500m up the road people are encouraged to pay for an electric bike to use. Simply painting a picture of a bike on a busy narrow road that is only just wide enough for one car does not create a safe cycling space.

Haskell street/ Honeysuckle all the way to the beaches.

Glenrock mtb trails need more maintenance and facilities to cope with the increased volume of riders

I live in Waratah and the ride from the station to To ISLINGTON park is ok in sections but non existent in others

Nobbys beach to end of breakwater.

Two way cycling through Hunter Street mall

The gap around queens wharf?

You can not just starts a bike path and then stop iT again. In front of the main beach there is a path going up the Hill on the left but then you have to share the Lane with all the people walking. IT doesnt work that way

More options as everyone gravitates to the same places.

All of glenrock mtb park

Honeysuckle Drive

The links between tracks.

Stockton bridge

Warabrook cycleways

Regular maintenance of the painting of the on road cycle paths.

The Fearnley track continues to have broken pavement on embankments where the hot mix is cracking and sliding off.

Ballast when it breaks down in the base is hydroscopic and is absorbing water causing expansion. Longitudinal grooves are dangerous to the narrow high-pressure road tyres.

Lots of cracks in Fernleigh Track need constant maintenance especially on sections where gravity is tugging the track apart.

More congestion on roads and paths

East end to west end of Newcastle

Adamstown end of FT to Queens Wharf

All inner city routes

Between Hunter Stadium and Adamstown railway (ie. Mackie Avenue, New Lambton)

Better links from Fernleigh track into Newcastle via Adamstown

Mackie Avenue, New Lambton. This is a well-used route by many commuters and the road surface is very rough. I understand the effort to re-surface the entire street, but a smoother section for cyclists on either side would be excellent.

Nothing in particular.

Fernleigh has lots of large bumps.

Fund and commence work on RVRT. Let's connect up our regions and get bikes off the roads. Great for tourism and social distancing

Yes. See Council Claim IN2018/01134. Speak with Maryanne Tarawa, Insurance Officer, Newcastle City Council. Still no upgrade to safety at the scene of my serious accident.

Mackie Ave, New Lambton. The road surface is appalling.

Foreshore has become worse

Broad cycleways are fantastic, the ones that appear about three metres wide

How do you safely get from New Lambton shops to Nobbys, or Wallsend, or Adamstown basically anywhere????

What cycling routes?

There are basically no physically separated cycling paths. Maybe one or two in the whole LGA. Painting some lines on the road does nothing. Physically separate the traffic and you'll see cycling increase.

Elebana Bareki Road.

I do enjoy riding the Fernleigh track not having to be vigilant for traffic. Thanks for that track, there is a selection over the swamp that is rough boards which isn't comfortable on a road bike.

Link between the Hunter Stadium (Turton road) and the start of the Fernleigh track at Adamstown

Yes Cameron Park into Glendale or to Speers point

Need more off road paths that join up

No, but I only use the path from new Lambton to Newcastle beach or the Fernleigh Track.

road surfaces still need to be maintained - but this should be more focused on safety as its safety from the cars and silly people either angry at bike rides or clearly dont understand the rules and what its like on a bike

Dont know.

Extending the Fernleigh track in Belmont will be great

From Hamilton into the CBD.

Glenrock mtb park

Mackay Ave at the back of new Lambton is the worst road to ride on. It's a shame since it's a main cycling route to get to the Fernleigh track

Town/cbd to the start of the fernleigh track

Newcastle beach area to Newcastle University

Fern Leigh needs separate space for walkers and cyclists. There are people with dogs, prams and kids that need space and find cyclists dangerous and vice versa

All of them. None of them join to form a complete route

Darby st

The deterioration of the Fernleigh track over the past 5 years has been very noticeable.

City road.

It's fine between Fernleigh or via Jesmond cycleway up until city road.

It's busy with minimal gap between parked cars and vehicles in the lanes.

Some parts are ok where cars aren't parked

Drivers are not really courteous to cyclists.

We need more cycling routes that are not able to be shared by cars. A few years ago I was side swiped by a car because I had to keep sharing an on road cycle lane with parked cars and a bus. My dad was hit by a 4wd at a roundabout and sustained multiple fractures even though it was a low speed accident, my husband has had car doors opened on him twice. My sister in law, who was living in Holland with designated separated cycle lanes everywhere won't ride in Newcastle as she says it's way too dangerous. I simply avoid busy roads, or ride on the footpath slowly (but still illegal) because I'd rather pay a fine than take on a car

Broadmeadow Railway bridge crossing on Lambton Rd.

Hunter st

Merewether Baths tunnel to Fernleigh track would be a great idea for commuters to decrease the demand for parking

Fernleigh track into the CBD. Either by Faul St and Scenic Drive or via Adamstown.

Wickham to city needs to be reopened

Unsure

Adamstown station to Newcastle CBD

The gap between the FLT and CBD

Joining from the Adamstown end of the Fernleigh to the Kings Rd crossing over the Adamstown tracks.

Also from the end of the cycle way near the Entertainment Centre getting to Hamilton TAFE to join onto the Islington Park cycle path.

As a family, we were disappointed to see the shared path at honeysuckle closed due to construction of high rise and other works. The initial closure meant cycling on the road, which was not appropriate for young children. We now cycle on the footpath which is not optimal as there are pedestrians.

All lanes which are placed besides car parking with no separation between parked cars and road traffic.

Industrial drive

Main roads would benefit from proper cycling lanes

Maryville into Nobbys

All of them. There would be so many more people cycling if the cycling paths all linked up and avoided road crossings ie traffic lights.

Mountain bike tracks in Glenrock

Newcastle to Carrington

Create dedicated bike ways along canals and keep bike off roads

I would have cycled into the city prior to tram works - now I wouldn't dare as I don't feel safe.

Off road Path into the city other than foreshore

Connection of CBD to Fernleigh

Mayfield to the University

newcastle to university, needs to be more direct

Fletcher (south side of Minmi Road) to Wallsend

Going into the city center

Better connection from Fernleigh Track at Adamstown through to the CBD.

The best cycling and safest is obviously Fernleigh. I tend to go early with no families about but always hear the stories... somehow to segregate or create a very close "track" for walkers would be great...

End of Uni cycleway to Waratah Station.

End of Jesmond track to bicycle track at West's.

On road section connecting Lambton and Adamstown, Kings Rd, is old concrete and very bumpy to ride on.

Off-road Linkage between McDonald Jones stadium bike path and Throsby Creek

Richmond Vale to Hexham cycleway needs to be commenced.

The path along the ovals between Broadmeadow hockey centre and Tyrone Road New Lambton. Needs safe lighting so it can be taken at night. It is very dark and bordered by a fence on one side and stormwater drain on the other.

Maintenance of existing routes should not be a priority. Instead we need to focus on linking people to their destinations with a variety of options (off-road lanes, separated on-road lanes, demarcated on road etc) and making sure these are accessible and safe for all

Upgrade the fernleigh track to continue along Glebe road

Williamstown to Stockton

<p>Eastbound through the mall or Hunter/Scott streets. Eg cycling from Darby st to Newcastle beach is not easy or safe. Hunter/Scott st light rail upgrade was a major missed opportunity to include cycling infrastructure.</p>
Cycle route to the airport from New Lambton via Newcastle/Stockton and via Kooragang Island.
Cycle route to beaches in Newcastle.
Fletcher to Wallsend
Glenrock - investment and expansion
No
The path through Islington closer to industrial dr needs lighting- it's almost dangerously dark to ride through at night.
The cycle path between Islington Park and Broadmeadow needs better connectivity through Clyde St / Chatham Rd as there is a lot of traffic, a train crossing and the T intersection is quite bumpy and wide where these streets meet. Makes it a bit hairy to get over.
Glenrock conservation park (MTB)
Newcastle West to the beach
Valentine to warnersbay
University to Newcastle City
Glenrock mountain bike trails
Mackie Rd, Lambton needs resurfacing. It is too bumpy for many bikes.
The section at Honeysuckle where construction is occurring stopped me riding as so dangerous
Wallsend to Newcastle CBD is patchy, only has some good sections
Very disappointed that no consideration was given alongside Newcastle Tram Lines for cyclists
Elmore Vale is lacking finished footpaths etc on Watkins Rd let alone been bike riding friendly. No pedestrian crossing near shopping CENTRE. There is no cycling connection to Wallsend , Jesmond Glendale etc.
R5/R6 Path cracking and breaking up at New Lambton and Wallsend. Lack of connection between routes around Clyde St and current works have actually made it more dangerous.
I use the cycling route that takes me from Mayfield via Islington -Throsby creek-Newcastle Foreshore. The route from Mayfield to Islington needs to improve- at present there are painted routes on roads that connect you with the designated cycle ways at Islington Park. It would be preferable to have a designated cycle way from Mayfield village off the road.
Fernleigh furthering into town
Industrial drive requires a street sweeper to clear the cycle way off pebbles and rocks.
From Maryland through shortland to link up with industrial highway
Existing cycle routes are well maintained (if you can find them!), we just need many more of them!
Fernleigh Track needs to be wider by at least 1m. It needs to connect to more cycling infrastructure. And cyclists need separated lanes safe from cars and trucks.
Trams. Bikes have been baned in parts of Newcastle.
Non in particular

Fernleigh track
A real car park at the glenrock trail head. Considering the car park now is a shambles of wherever you can park at whatever angle until the area is full. Needs to be changed into a real car park. Considering you use the mtb park in your advertising for the area and yet there is no real car park.
Connection between fernleigh track and Newcastle
The route from the stadium to Adamstown train station needs some work. It is on quite roads but the quality of the road is terrible and not pleasant on a bike.
Glenrock needs serious attention and funding
The Newcastle to coalfields link
Let's get visionary. A quality off road (direct not meandering cycle lane) between Stockton to Airport/RAAF Williamtown. Look at the bike lane beside Majura Parkway out to the AFP, Majura in Canberra as a model. You have 3000 people generally fit some of which could do this 40 minute commute if on safe pathway. Ferry across from city. A handful of riders currently do this. I gave up after 7 years as too unsafe and then port Stephens Council covered verge with 20mm aggregate. Councils need to talk to get a wider plan happening. People could even fly into Newcastle hire bike at airport commute to city for weekend and back again. Great weekend! Stop doing fiddly little bits of lanes at new traffic lights and do it properly.
Cycling in the city is a joke. The council re-did the entirety of Hunter Street for the light rail and didn't put cycleways in. Cyclists are competing with car parking everywhere in the city and suburbs
Clyde St Hamilton North
Honeysuckle has been difficult due to construction activities which has made it more dangerous.
Wickham to Broadmeadow and Hamilton
Inner city - it would be great to be able to use some of the rail corridor
Richmond vale rail trail!!! Just throw some cash at it & get it done
From Eleebana to boat wrap to Croudace Bay Park
Between wickham and honeysuckle. The path needs to stay off road. Closing the path and forcing people on the road is dangerous.
Fernleigh track needs serious maintenance work on a wooden bridge south of tunnel. Shame it wasn't built a little wider. Walkers insist on walking side by side but cyclists have to ride single file. No room to go past when people comming towards you.
Better connectivity, paths need to go somewhere not just end at busy roads.
At Turton Rd, after crossing Newcastle Rd in the southbound direction, the cycle path ends abruptly. This feels very unsafe.
Honeysuckle route needs to become safer
Worth place Hunter Street intersection. Coming from Melbourne where they have pop-up rubber or plastic sections next to the tram tracks along cycle paths, I didn't know having them exposed was an option!

I know it goes outside the Newcastle area but I ride from Stockton to RAAF Williamstown. It is a good route with a decent shoulder most of the way, until you get near the base. The two roundabouts there are terrifying as they are on an 80km/h road with no bike lane. A joint effort between Newcastle and Port Stephens to make a dedicated bike route to the base would see a massive increase in people riding to work out there as I know of lots of people who want to ride but consider it too dangerous.

Darby street to city/honeysuckle

Stockton to the airport

Improved links to surrounding LGA's.

Hamilton North - around the Clyde Street rail crossing.

Add length to the FLT

All of them

Kotara to Newcastle

All of them

The tram lines and associated road narrowing was not good for cyclists

The Maud st crossing on the route from town to university has been an obvious area of neglect for ages.

Industrial Drive shoulder needs a clean probably weekly with a street sweeper

From Mayfield to Newcastle beach.

Hamilton to town of road path

Newcastle city roads - bike paths created. Linking up with others

Adamstown to Merewether

Need to better connect the routes

Industrial drive all the way to Nobbys

The connection from jesmond park to Glendale needs attention.

Hunter st from Newcastle station to Newcastle beach

The area behind queens wharf hotel as there is a cyclist exclusion.

There are so many.... fernleigh track needs to be for cyclist only as it was originally designed. To narrow for everyone

Fringe Newcastle suburbs to the city

Hannell st heading south from NCYC as soon as it crosses king st it disappears!! Very very dangerous

Same on Union at, Darby, Hunter etc etc

Adamstown station to CBD.

Throsby creek cycle way near Hannell st /Newcastle city Holden end . Very dangerous when dark . Needs lighting

Fernleigh track need to be speed limited and policed. There are far too many non-recreational cyclist doing high speeds on the path.

Cycle track connecting city precinct to Fernleigh.

Cycleways between the cbd and the inner suburbs are often broken by construction or roadwork

I'd like a clear pathway from Fletcher to the uni

No. Don't usually use the same route.
Routes into schools.
Carrington
Linking track that goes behind stadium to the track at Tighes hill would be great
Scott St
Along esplanade
There should be separate cycle lanes all through the city centre. The Light Rail construction was a massive missed opportunity to do this.
Broadmeadow to the city
Route from Wallsend to the University needs to be better thought out. The path just stops between the Jesmond path and the tunnels under the bypass roundabout. Lack of formed path makes it impossible to use on a road bike.
All of them I would say to be honest. Maybe Throsby creek is the safest
Boolaroo to Glendale to Wallsend to University Start making the off road routes through minmi and blue gum hills to Hexham and Tomago and Kurri Kurri utilising the old rail tracks.
Linking the Fernleigh track to the lake
Joining the Fernleigh Track with a pathway to Newcastle.
Not sure if fixed, but there was a street in Newcastle, on the way to The Junction, that had about 3 Stop signs on the Cycleways route. I do not use this anymore, as I use routes with fewer Stop signs. I do Stop, but I don't see many others who do.
No
All major roads in Newcastle need cycle lanes!
Reopen waterside path at Honeysuckle
I know it's not NC problem but when will Lake Macquarie Council connect up with the NC cycleways.
The Fernleigh Track desperately needs public toilets
Stewart Ave
Honeysuckle Drive via Stewart Avenue.
I believe there needs to be a cycling lane down Hunter st
Once I get to the interchange or leave the path at Honeysuckle, it is a total pain trying to navigate along Hunter st to Bull St, to Parkway ave etc. At the very least a shared footpath would make the trip feel safer
Lots of Newcastle could definitely be utilised better for cycleways especially with all the new residential developments being built, congestion and parking are already becoming issues within the CBD
Pacific highway between Glebe road and Hunter st
Maud St train bridge... we live in Waratah and cycle to Mayfield West with our children regularly as well as around the university/Jesmond and that section is the most difficult for our boys to navigate safely. It would be nice to have a north south path on the West side of Waratah, along the road past Braye Park and the Mater Hospital or Bridge St would be great.

Pass
As per the first response - Mackie Avenue in New Lambton is a terrible road for cycling. I only use it on my home journey as it is less busy than Kings Road which I use on my journey to work
Southern end - Belmont - blacksmiths - Swansea - Catherine Hill Bay
The CBD area is dangerous, it is a tragedy that with all the developments in the area cycling into and around the CBD has never been more dangerous.
Honey suckle drive.
Hunter Street is now inaccessible by bike, post tram and road upgrades.
Beresfield to Newcastle
Link fernleigh and the coastal path from Merewether to nobbies
Uni to City. Much of the route is not separated from traffic on streets
Around honey suckle around to merewether beach
There're a lot of areas with on road cycle paths only, neither paved paths nor marked cycling path. We need more of those!
Hunter st.
On lambton road from nine ways to Bridges Rd. Very busy, school buses, kids and people leaving maccas with food/drinks not looking.
I live in Lambton the route that passes alongside knights stadium to the city at the showground end needs to be extended and separate from road traffic very dangerous narrow roads near the old gas works , if you what people to use it make it safe.
Cycle ways need joining. Can't take kids as you are forced onto roads
Connecting Hamilton south to centre of Newcastle
Fernleigh track
Adamstown Station to Newcastle west and east
Glenrock mountain bike oark
The link from islington Park to the Uni cycle way.
take the traffic outta waratah build the link road between university dr and industrial dr
All connections from surrounding suburbs to CBD
All should be separated especially on busy roads
Glenrock mountain Bike trails
connecting jesmond and brickworks park to wallsend and through to the tramway track
Access to the uni
There needs to be better connectivity between existing cycle paths.
Fernleigh Track Belmont to Blacksmiths
Around Lake Macquarie; East side of Lake. Belmont and further south.
Mayfield to John Hunter Hospital.
Cycle ways on the industrial hwy need to be maintained by a sweeper truck
I don't ride enough to know. My main route is from Mayfield into the city via Islington Park and the Wickham foreshore which is a great route and easy to use as it's pretty much all off road / dedicated cycle paths

Connect the Fernleigh Track to the city with proper dedicated bike lanes.
Fernleigh track's connection to the city needs upgrading
Fernleigh track
Hunter Street between the end of the Mall down to Union Street needs urgent attention - either a shared pedestrian/cycle path where the existing footpath is or a marked cycle lane on the road. This narrow section of road reflects very poor planning for cyclists and for businesses along this route.
Newcastle West to the beaches
The Fernleigh track is a really excellent area to ride your bike however, the connections to this track are very poor. Why can't we consider the connections to such an important track? Are we just expected to drive to this track even if we live close by. I feel this could be improved.
Linking Islington Park and Honeysuckle to the suburbs - it just stops at the Tafe, very hard to find a safe route through Mayfield or Waratah
Scott street from the Interchange to the beaches
The route from hamilton to Newcastle beach is unsafe in areas as the road needs to be used
Route fro Islington to jesmond
All
Connections between routes in the city.
John Hunter Hospital to Newcastle City. Particularly between JHH and Broadmedow. The path along Dumaresq Street, East to West only, is great . The rest of the ride isn't so safe.
From Fernleigh Track at Adamstown to the harbour needs to be more suitable and safe.
Newcastle West to Newcastle Beach
from The previous section: I feel safe on roads because I lived in a European city where bikes have specific lanes and traffic lights. Motorists, therefore, respect the bikes as a part of traffic. Here we are treated as a nuisance. In terms of Australia I wouldn't feel safe unless I had built that confidence.
Connecting routes to the Fernleigh.
Generally cycling next to parked cars is a real danger and great care is required to avoid being hit by an opening door. Drivers seem to pay little attention to checking for approaching bikes
A total missed opportunity to have a separate cycle path on the Newcastle rail corridor- too congested walkers & bikes together along harbour
New Lambton cycle way. Near hockey field, Coming out of stadium car park onto main road drivers don't stop they merge onto cycle way without looking due to trees obstructing veiw of cycle way and not obeying stop sign.
Fernley track
Anything within the CBD.
Downtown is a mess now.
From Hannell st thru to honeysuckle along the water
From Adamstown to Tighes Hill
All of them.
Merewether to callaghan
From the Fernleigh track to Newcastle city region

All main roads need clearly marked cycling lanes
I often ride from my home on Grandview Road New Lambton Heights to The Hunter Medical Research Institute where I'm employed as a research scientist full time. It is extremely unsafe to ride on Lookout Rd as parked cars mean riding on the main road with high car traffic volume, which is terrifying and understandable frustrates motorists. It is currently rated as a high risk level as part of the Newcastle Cycleways and rightfully so. I often resort to riding behind the barrier on the unsealed pedestrian path. I would ride to work every single day if it felt safe to do so.
From Mayfield to Newcastle. Maitland Rd through Mayfield and the bridge near Tighes Hill tech are dangerous for cyclists.
Down the heavy rail corridor!!
As a regular cyclist one thing that I constantly note & have comments about is the amount of debris on the edge of the roads. Does the council still use road sweeper/vacuum cleaners to clean the road edges.
Riding into Newcastle- it is no longer possible to ride along the river without going on the road. I do not like the bike paths on the side of the road that have cars parked in them. They feel too narrow and I am in fear of a car door opening on me.
In front of New Lambton South Primary school there is a shared pedestrian and bike path that has bikes travelling right in front of the exit gate for the OOSH program. Kids come out of the gate right onto the bike path.
Need to connect Honeysuckle to Glenrock via the beaches safely. Need a major cycle route safely across Newcastle and connect the schools safely so kids can ride to school. Everyone should be on a bike. No excuses.
No.
Glenrock
Need street sweepers to clean up road verge
can't think of one, but supporting maintenance of Glen rock would be nice
West of Wallsend to Cameron Park
yes from the broadmeadow show ground to Islington park , that needs some updating to make it safer
Newcastle to maitland cycling route
Would love to see many of the unmaintained bush trails get a bit more work. Would love to see sections along Fernleigh to Caves beach improved (more separation from the road).
The area around the Adamstown rail crossing and between Islington and Broadmeadow.
Fernleigh track needs work & widening people want to cycle their just needs to be more money for off road safe pathways.
my regular routes are okay thank you
Stewart Avenue
The cycle way where they are doing construction work near Hunter Water is dangerous. The cycle way should be addressed ASAP.

The cycle path from the city to the UON Callaghan campus is mostly on the road. I'd rather have a safe shared or off-road cycle path to be able to safely ride there more regularly.

Route from newcastle to maitland and return

darby street

I think a better connection from fernleigh track into the city would add a huge safety benefit for people commuting into Newcastle cbd. Currently it is dangerous riding thru the junction area into the cbd.

Stockton shared path needs completing to make a loop joining back up near coroba oval with a link along Mitchell st and caravan park ... that would make a truly great asset for the community local and novacastrian all 👍

Callaghan uni campus to Islington park

Fernleigh track is degrading is sections. The links onto the Fernleigh track aren't great riding as it's in the traffic

Inner city fanning outwards from City and Honeysuckle is a disgrace even tho it's a recent development. All the budget spent on 1km of City Rd fortressing!

Better connectivity to new estates

Yes Glenrock area needs maintenance and upgrades

Glenrock mountain bike trails need maintenance and major upgrades/additions. There is a huge mountain bike community in Newcastle that are crying out for better trails, jumps and obstacles to satisfy the diverse range of riders in the area. There is so much in-sanctioned trail building happening in the area because there are no formal facilities or plans to make to make Glenrock somewhere truly great to ride. NCC has just flattened jumps in kahibah that local kids (and adults) have been using (instead of inside on their iPads). The reason these types of trails and jumps get built is because there isn't a decent place to mountain bike. If the council is worried about cost, take a look at Derby in Tasmania where the town was dying until they spent big creating world class trails. Derby is now thriving and an international destination for mountain bikers. The local mountain Facebook group has over 3000 members, and that is only a small percentage of the overall number of mountain bikers.

Wickham to east end

General maintenance of cycle lanes in terms of cleaning debris and wind blown matter from the cycle ways edge

Glebe road

Between New Lambton South public school and the intersection of Turton road and Lambton road

Wallsend link between path coming from Edgeworth to get through Wallsend to the paths before Jesmond.

The wide shoulder on main and busy roads are often covered in debris, leading to punctures or the need to move out into the road. These need to be swept and cleared

Separated cycle lanes are needed, on road cycleways are rife with drivers steering into them and are unsafe. Newcastle drivers seem oblivious and often angry at cyclists. Protecting cyclists from this safety issue is critical if we are to encourage cycling instead of driving.

Wallsend Tram track to University cycle way and Jesmond park

Wallsend to NEWCASTLE route needs better linkage

Stockton roads along the beach. Option to join with ballast path at North Stockton or continue to Fern Bay along beach under Coastal Management Program planning
Yes, in general all the shoulders!! They are always full of branch and leaf Trees who's is very dangerous!
Braye park.
Fernleigh Track. Although it is in shared zones for Lake Mac and Newcastle Council's it would be a huge benefit for both zones if it was extended and well connected to other suburbs, tracks and cycle ways.
Connection between Broadmeadow and John Hunter Hospital, it's quite dangerous riding along Lambton road but the other routes are very out of the way
Stockton to Port Stephens.
While the foreshore shared path from Islington to Newcastle Beach via Throsby Creek and the harbour promenades is extremely popular (and possibly moreso post-COVID), they are narrow cycleways in sections and often in conflict with walkers. EG - the section from Industrial Highway to Maitland Rd along Throsby Creek is very narrow, likewise portions of the Honeysuckle Promenade east of Lynche's Hub. Many cyclists do not abide by the 'Cycle Slow' advisory signs - they should not exceed the speed of joggers. This route is not suitable for commuters & perhaps needs a single-width marked lane. The Joy Cummings Promenade is for promenaders - walkers! The section out to the end of the Breakwater is also narrow and often covered in sand. It is not necessary to cycle to the end of this walking route. More bike stands are required in focal points of the harbour route. The preferred harbour route should use a separated lane along Honeysuckle Drive.
All of glenrock. Lets make it a great destination for all types of activities. If its made amazing it could turn into a blue derby in tasmania that has now been awarded best trails in the world and has a amazing tourism attracting thousands of tourists creating more jobs than it can handle
Fernleigh track to have more separation of walkers and cyclists
Glenrock mountain bike paths
Raspberry gully path has a large step/hole in concrete.
Glenrock mountain bike park.
From the end of the Fernleigh track in Belmont to blacksmiths then from Caves Beach to Murray's beach. Also from Donald street Hamilton to Nobby's Beach. It would be nice to be able to ride from Nobby's to Murray's Beach safely without having to be on a narrow road in parts of the ride, risking an accident or abuse from people in cars.
Tarro to Jesmond
Lambton to Newcastle
Wickham to Honeysuckles
Broadmeadow to mayfield
Hunter St
Adamstown to the East end of NEWCASTLE
Please connect Hamilton North to Tighes Hill Tafe.
Cycling anywhere in town, people just don't look before driving out!

All cycle ways that run from the outer suburbs to Newcastle cbd
Adamstown to Newcastle
The main roads into the city. Especially with new university campuses being built there.
Glenrock MTB park
Cardiff to inner city (kotara or Charlestown)
No.
The tram line situation was a terrible decision for cyclists resulting in deaths. It doesn't make cyclists and cycling seem safe and valued. Not Council's fault due to state government pressure however if Council can improve the situation then it should take action.
All should be checked monthly in my opinion. As in ruffness or broken glass. Some places u need to watch out or u could damage a rim
There needs to be a flatter alternative between northern Lake Macquarie Ann's Newcastle such as widening Tickhole tunnel. The success of the Fernleigh track comes down to the slope of the track being suitable for a train and a bike. The same would apply to Tickhole tunnel.
The fernlea needs maintenance ie cracks & trees.
Newcastle to Warner's Bay through Cardiff
University drive
Hunter Street around the light rail
Industrial highway.
Path needs to go around the front of the Newcastle Seafood co-op instead of behind it near the trawler loading. Someone will be cleaned up by a forklift one day with the number of children riding past there.
more toilets
NO
Newcastle to glenrock
Mackie Avenue between Adamstown and Broadmeadow is a very old concrete road and is rough as guts. I won't use it, I'm going to bend a wheel ! - I go along Kings Rd instead
None that I can think of , just regular maintenance.
getting from Hamilton near the racecourse to link in with bike paths near the stadium - its very dangerous
1) From Showground entrance off Donald St thru Hamilton North to TAFE/Islington Park. 2) Wallsend, better connect and define cycleway from Wallsend Plaza to cycleway at corner Cameron St & Longworth Ave. 3) define/mark cycleway from Cnr Bluegum Rd and Newcastle Rd along to Mordue Pde then down this street to beginning of cycleway at end of Mordue St.
Separated bicycle lane on Dumaresq st side of Broadmeadow race track
The cycle crossing at Maud street, Waratah on the University of Newcastle cycle route is very precarious. There have been works done here but it is still a 'take your life in your hands' approach at this crossing.
Warmers Bay to fernleigh
Fernleigh to Broadmeadow after the railway crossing is not great

Something needs to be done for an alternative through the Honeysuckle precinct whilst construction is taking place on the many new structures and the cycleway is closed.
Glenrock, it has become extremely busy through covid with more of the community discovering how good it is, it could be as good as ourimbah with money spent on it, it is in very bad condition now and needs maintenance badly
Getting from the Gully line (hockey centre/stadium) to the Adamstown gates/Fernleigh track.
Industrial drive cycling onto Stewart Ave
Argenton to Glendale TAFE
Prince Street needs separate cycle lane.
Yes from the lights at Lambton/BridgesRd Broadmeadow south along Jellico Pd then Mackie Ave needs joining up to the cycleway off Glebe Rd going to Kotara Westfield.
I ride fernleigh track a lot. There is definately a case for a seperate walking , riding lanes
The circuit around Broadmeadow racecourse is a regular, relatively safe circuit, which is used by a lot of the cycling community. I believe this circuit could be made significantly safer.
Throsby Creek to Fernleigh track
The connection between the shared pathway at Honeysuckle and the Honeysuckle precinct (where all the building is currently taking place) is very unsafe. It is also very unpleasant to ride on the road without in protection (if heading west) and be abused by motorists - or nearly taken out when they open their car doors without looking. It is either that or ride on the footpath and risk a fine/abuse from pedestrians. In fact what the new section of pathway does is funnel cyclists into an area that is very unsafe.
The shared path around Lake Macquarie between Speers Point & Warner's Bay is so busy it is dangerous. Bikes need their own track. Walkers stopping to chat without stepping off the track, families pushing strollers walking 2 or 3 abreast & not happy to share the track, young children riding scooters & bikes away from parental control. It's a disaster waiting to happen when cyclists are added to the path.
Already mentioned, and expensive/difficult to fix, but during peak hour this crossing is *impossible*: <a href="https://www.google.com/maps/@-32.8965171,151.6819183,3a,75y,253.01h,86.88t/data=!3m7!1e1!3m5!1sB5AryxJ6R2qF9QrKyW9kJA!2e0!6s%2F%2Fgeo1.ggpht.com%2Fcbk%3Fpanoid%3DB5AryxJ6R2qF9QrKyW9kJA%26output%3Dthumbnail%26cb_client%3Dmaps_sv.tactile.gps%26thumb%3D2%26w%3D203%26h%3D100%26yaw%3D260.8%26pitch%3D0%26thumbfov%3D100!7i13312!8i6656">https://www.google.com/maps/@-32.8965171,151.6819183,3a,75y,253.01h,86.88t/data=!3m7!1e1!3m5!1sB5AryxJ6R2qF9QrKyW9kJA!2e0!6s%2F%2Fgeo1.ggpht.com%2Fcbk%3Fpanoid%3DB5AryxJ6R2qF9QrKyW9kJA%26output%3Dthumbnail%26cb_client%3Dmaps_sv.tactile.gps%26thumb%3D2%26w%3D203%26h%3D100%26yaw%3D260.8%26pitch%3D0%26thumbfov%3D100!7i13312!8i6656</a>
Hexham to the city needs more marked lanes and existing marked lanes and unmarked road shoulder needs regular sweeping.
Jesmond along the motorway is always trashed with rubbish and has very little lights setup.
Cycle paths shared with pedestrians aren't really fair to the pedestrian, they are quite dangerous. I was recently in Spain and the cycleways are clearly marked on the footpath as were the pedestrian areas and they were separate.
Hamilton area in general needs some cycle ways
Extension of the Fernleigh Track.

Would love a mid path connection on the Wallsend-Glendale path. As a resident that lives at the mid point it's very frustrating to have to ride up Lake Road when there's a parallel inaccessible path. I believe the Elermore Ridge development may incorporate this, but it's been a long time coming, and is the difference between being a potential daily commuter rather than a bi-weekly commuter. Accessibility is the key to path usage, as evidenced by the Fernleigh Track.

The car/bike interface is more dangerous

Crossing maud st Waratah

Merewether through to King Edward Park -(Memorial drive)

Fernleigh but it is getting upgraded.

Inner city area

Safe connected direct access to Newcastle is the highest priority to me. I'd like a bicycle transport link that prioritises cycling over cars and does not impose bikes onto pedestrian space either. It has been in the too hard basket for years, existing plans have been derailed by the tram route and potential route alternatives removed for property sales. Not Council's fault I know. But this needs to be addressed and money should be coming direct 100% from the State proceeds from Revitalising Newcastle.

All the cycle ways just need to be linked together better

Maud St Crossing

Adamstown station to McDonald Jones stadium

Along Chatham Road to Clyde Street. The road is too dangerous when our family rides to Honeysuckle through here so we ride on the footpath

Hunter Street

Paths to the Callaghan campus of the university

The bridge over the rail line on Maitland Rd (between the TAFE and Equium social). I cycle in to town from Mayfield, and this is by far the most dangerous part. The pedestrian walkways on this bridge are tiny, there's not really enough room for "2 lanes" of pedestrians. The car lanes narrow over a crest on this bridge, so even as a confident rider, I feel at a danger on this bridge.

Many cycle routes are not roller skate or roller blades friendly. Please consider smoother surfaces instead of gravel, pavers or other rough surfaces.

Hard to say. I commute the New England Hwy Maitland to Newcastle. I would say the Hexham intersection is the most dangerous in the valley. Made worse by the gates being closed on old maitland rd. east bound, and no off road cycle path west bound. So many near misses there because you're forced onto a 3 lane 80kph road with no shoulder. The paths that are there are old, don't link up, rough and covered in debris. West bound past the old hungry jacks there is no path at all. There are other places that need attention but for me and others who use this route this is the most dangerous.

No

Parking everywhere in the centre just reinforces the idea of cars over bikes. King Edward park, along Nobbys to the ocean baths etc is all parking where there should be bike lanes (in both directions near ocean baths). Especially as you have kids riding along these paths as well as adult riders, pedestrians and runners.

All main roads

Hillsborough road.

east - west cycling route
The Wallsend to Argenton path following the old team cutting needs a feeder track half way along (at the top of the hill) leading on to Lake Rd/Reservoir road. There is no feeder path at all just start to finish.
Section from McDonald Jones stadium to Broadmeadow
Yes
Fern Bay area and to Stockton
Fernleigh track storm damage
Crossing Glebe Road on the R4 route can be a problem during peak traffic. A pedestrian crossing would help but would obviously impact traffic flow. The concrete road surface of Mackie Street is pretty bumpy.
Connections between paths
Fernleigh Track. Now very rough with lots of cracks
Upgrade Heading west toward Hamilton and beyond from Pacific hwy/ Stuart AVE intersection
Fernleigh to blacksmiths
Connecting major off road paths
Fernleigh Track needs to have speed limits for road bikes
Lookout road to John Hunter Hospital from either direction.
Fernleigh track needs maintenance and upgrading in sections
A physical separation (simple low kerb) for bikes heading west along Dumaresq st would be excellent.
Please add a shared pathway around Lewis Oval in New Lambton to encourage cycling across it.
Pathway along Throsby Creek through Maryville
Between Nelson bay and Williamtown parts of the road have been resurfaced. When this has been done the surface was changed from a smooth hot mix to rough aggregate, or the top coat didn't cover the full width of the shoulder.
when riding up the express way, lanes need to be included at the round about's. this area is very dangerous when cars are coming up behind you as you go from a lane to the road when cars are still going very fast.
kerria cl lambton to city (flatish)
Connection between Glebe Rd west of Stewart Ave and cycle path to the east
Nobbys through to Wickham
New Lambton to City
Along the river near Honeysuckle Drive
Between Glebe road and the hockey centre. Between the Showgrounds and Throsby creek cycle way. Stockton bridge!!
Eleebana to Broadmeadow. There doesn't appear to be an obvious route that doesn't require riding on the highway. This is a strong disincentive for riding to work
All seem to be in the same moderate condition
Stadium to Fernleigh track

Yes, if I get off the tram at Newcastle Interchange to then travel to the University of Newcastle City Campus, there is not a specific route to take and I don't believe there is a suitable route to take.
Up towards the John Hunter Hospital, there's not much room on the road for cyclists and the traffic moves quite quickly
No
From Hamilton into the city
R8 city to university
Don't know. I usually ride on roads.
All stars around Maryland Fletcher paths need replacing, widening, lane markings and landscaping or regular mowing would be great.
What's the thing about bikes banned on the tram. You can't ride that route safely and can't take the tram. Who thinks this up?
Collette street or Bruce stree requires some off road access, both are too narrow to accommodate both cars and bikes
Ramp up Merewether stairs from tunnel to ridge so kids can push bikes up. - Sydney have them on so many stair cases. A section of 30 cm to the side where you can push the bike up
fernleigh track needs maintenance in parts
North Belmont, Floraville - Tingira heights via windale (Bi-pass) path.
Cycle ways to and from schools would be good and would encourage more kids to cycle.
Fernleigh track the newcastle council part is no maintained and repaired anywhere as good as the Lake Macquarie part
Uni to hexam and tomago
The verge of all busy roads are full of debris, which is very dangerous for cyclists
Rich mind vale rail trail
All on road paths need to upgraded to protected lanes to stop cars parking in them or driving in them
Yes. Scott Street in the East End to New Space on Hunter St. King Street to New Space is equally dangerous. Sharing lanes on Scott Street with cars and a tram was a silly idea from the start. There needs to be proper cycleways in town to New Space.
I ride south on Fernleigh & it becomes Lake Macquarie council area
Need for a separate cycleway from the Broadmedow showground to link up with the cycleway at islington. Clyde street is very dangerous to cyclists with so much traffic using this route daily.
Access into the Newcastle CBD needs to link to other tracks to make it safer to ride our bikes.
I enjoy the two city loop and there are some risky sections between Belmont and Warners Bay
A safe route between Newcastle West to Newcastle East would be ideal
Darby street
Fernleigh is breaking up bad in sections and only temp fixes to surface it needs attention.
Connection to Tighes Hill, Mayfield

Jesmond Park from HMRI along ridge line above Dangerfield Drive connecting to Tramway path to glendale

Tramway continuation to connect with North Cycle coming from speeds point park. This would be a North south connection to the lake.

1. Near farmers market to Islington park.
2. Along Howe Street between Croudace street and Morehead street,
3. Start of Fernleigh track to Mackie Avenue

Connection of the end of the fernley track in adamstown into the CBD with a properly defined safe and separated track so all level of cyclest could use it

Glenrock can be upgraded

East-west through the city given most of the shared path is closed due to new construction

Richmond Vale Rail Trail

Get cycling off Hunter street and onto safe and dedicated cycle path that effectively connects to suburbs

No

The Fernleigh track and Bathers Way have become too busy and unsafe for cyclists and walkers

Fernley track

Scenic Dr has patchy bike lines on the downhill, that I feel should be removed or made to run from the top to the bottom of the hill. At the moment they present a very false sense of safety for cyclists, and are not respected by drivers. This is all referring to the going downhill at the steepest section.

City to university

the surface on the fernleigh track is in need of repair.

Wallsend through Lambton then Hamilton to Newcastle. Too many sections are cycle lanes shared with parking lanes. I don't trust this environment with my kids.

From Wickham into civic and east end

The section of Honeysuckle drive that bicycles have been diverted on to while the big building project is completed. That has a very small footpath that some cyclists try to use. Not good, while the previous sections of the path are great for cycling and walking together

Extending of Fernleigh track at both ends so you can ride all the way from Caves Beach into Newcastle CBD

Adamstown to Merewether

Fernleigh track to the City

No

End of Fernleigh Track at Adamstown into the foreshore.

Newcastle Showground to Hannel St...needs off road / seperated cycle lane along Clyde St etc. Kooragang Island to Stockton Bridge desperately needs an isolated cycle lane.

Between croudace St Lambton and behind jesmond park needs lots of lighting it's extremely dark there and I feel extremely unsafe anytime after 5.30 through winter.

From Marketown area up to the Nobbys Beach. The tram, cars and pedestrians make for dodgems. There is no cycle way and the roads are too busy and narrow so you have to ride on footpath. The old tram line could be used as bike lanes. Bike paths are VERY disjointed.

Newcastle west to Newcastle east New Lambton to Newcastle.
Newcastle break wall
Mayfield to Throsby cycle way
The section between Broadmeadow McDonald stadium and the start of the FLT. The road on the way there is rubbish.
Between Islington Park and the University.
I work at Callaghan and have recently moved to Beresfield. I need a safe cycle route from Beresfield to Callaghan. There is absolutely no way to safely ride between the two. Anyone that attempts it is likely to be killed.
Clyde st railway crossing
Mayfield to Tighes Hill
Minmi road from Fletcher to Wallsend through to the university
Fernleigh track to Newcastle - the Fernleigh track is great but then getting from there to the city is terrible - it is unsafe as it crosses major and very busy roads.
Wallsend to the university/city
No
Park Ave, Kotara
The fernleigh track is great for both pedestrians and cyclists but not always together. The path could be widened and there could be sections for cyclists only. Some cyclists who are in training pass pedestrians way too quickly and this is unsafe. Also some pedestrians take up more than 1/2 the path.
The fernleigh track needs to run to the city - when it stops at Adamstown, it feeds straight into a busy roundabout and train line. It goes from being very safe and pleasant to one of Newcastle's most dangerous places to ride.
No
all the roads around Merewether please! So scary riding to the beach.
anything to and around the city
Mayfield to Islington Park
General need for shoulder sweeping to allow safe travel further from traffic
All the shared paths
Newcastle continues to tolerate cars parking in bike lanes ruining the benefit of the bike lane
Maitland Rd from Tighes Hill to Warabrook and uni
Maitland road is dangerous for cyclists, and most people in Newcastle have to ride on it.
Better Lighting along parts of path towards north Stockton
Nil.
Missed a great opportunity to address these issues as part of the tram upgrade, however it is encouraging to see this being looked at now
Better connection on the Newcastle interchange to Nobbys Beach to Merewether Beach/baths would be good. The route is currently very disjointed swapping constantly between shared/marked on road/physically separated and no marking zones.

West lakes
riding through the CBD is atrocious
Between university campuses
Include more bike paths across the whole of Newcastle
The areas around Adamstown
Northbound Hexham bridge to Tarro rail overpass.
Cameron Park to Newcastle CBD Cameron Park to Hexham or further afield like Williamstown RAAF Base
The top of Scenic Drive, heading out of the city, is difficult as the road narrows and the edge of the road is broken. There is no footpath.
almost all.
Glebe road
Honeysuckle drive
City East is terrible away from the harbor. R6 to Uni is very disjointed
Warner's bay to Belmont
Connecting Broadmeadow to city
Yes - as already mentioned, please link the Croudace Bay cycle/walking path with the Warner's Bay.
Hunter St
All of Glenrock mountain bike trails
Glenrock MTB park
Glenrock Reserve
Glenrock
Glenrock needs more trails also a toilet at the trail head
Roundabouts are dangerous and more can be done to make drivers aware of cyclists. Notable incident points are roundabouts at: * Parkway Avenue * Union Street * Dumaresq Street Warning signs and approach speed humps at a minimum. A review of whether some roundabouts on quieter streets can be removed.
Stewart Avenue is potentially lethal. The cycleway ends in the southbound direction shortly after King St where it becomes a parking lane. The left lane is used by a high volume of heavy vehicles and there is not enough room for parked cars, cyclists and two lanes of traffic. These types of situations startle both cyclists and motorists, creating a high risk and high stress situation.
Mackie Ave witch is classed as a low difficulty cycleway is so cut up and bumpy on a bike. Looks like it is made of concrete and hasn't been maintained for a long time it may be alright in a car but a path that is meant to be a cycleway it is like a 4wd track.
Pedestrian crossing on Route to fernliegh track at brunker rd
Protected Cycle route around all our beautiful beaches would be great for locals and tourism.

Glenrock mountain bike park needs funding to build world class trails to accomodate riders from Australia and international travellers, like Stromlo in Canberra and Maydena and Blue Derby in Tasmania. Build it and they will come and spend money in our city.
Glenrock. Plenty of already cleared spaces there that could be improved.
Industrial drive need frequent cleaning as it is full of rubbish and glass and poor road surfaces.
Waratah to Islington park.
all main roads
North from Fernliegh Track finish
Adamstown and Lambton to City
Wallsend to Newcastle city Wallsend to Merewether
Between kotara home makers center and St James' Primary School builds up with a lot of twigs and leaves, maybe a more regular cleaning of that area.
Hunter st and king st
King st, Tudor/Denison st through to Hamilton requires a clearly marked continuous bikeway - separated from road.
Scenic drive is a death trap for cyclists. Going up from Merewether you have a bike lane until Hickson Street, then you are on your own in traffic on narrow windy roads until the road flattens out. Same going down Scenic drive - no safety for cyclists and this is a major connecting route with the Fernleigh track
Newcastle University to Newcastle CBD. Fernleigh start at Adams Town to CBD.
Industrial Drive is a bit random and the large roundabouts at the city end are a nightmare, especially if you need to turn right. Maitkand Rd is also hideous. As these two main routes. Are my only choice fior the firist stage in getting to the city their problems mean I don't ride much.
Wallsend to Uni. A bridge over Dark Creek. Improve the east end of the path that is in the reserve between Wilkinson Ave, and Cameron Street, so that it connects safely to the University Drive/ Bypass loops on the round about.
Linking Broadmeadow showground to Tighes Hill tafe and Islington park by off road cycleway
The crossing lights on Turton road near the stadium/hockey fields are too slow. Cyclists end up pressing the button but crossing when it is red, which is frustrating as a driver The cycle lane on Newcastle road from Hamilton to Newcastle is poorly marked and often has cars parked across it
A safe cycle option across Kooragang Island is desperately needed, as well as regular street sweeping of the road shoulder along there. Also, around the Brewery at Queens wharf is very hard to navigate for pedestrians and cyclists.
The main focus seems to be around road and pathway. How about investing in bush and dirt tracks for mtn biking. Are quick search will find lots of cities and councils investing in mtn bike trails. And seeing tourism boom from them. Port to Port shows if you build it they will come. To many restrictions from national parks prevents a bike park like Glenrock become bigger and better. Needs to be council bushland.

Outer suburbs to the CBD ie, Wallsend, Charlestown. It's not safe to ride on main roads
Hunter St - particularly the central business district adjacent to the light rail tracks. Wharf Rd - between Wickham harbourside shared path and the waterside are from Rydges Hotel towards Nobby's ie. where the new Doma apartment blocks are being built.
cycleway between jesmond (stockland) and wallsend (cbd) - pavement is in very poor condition. jesmond cycleway needs to be swept more often as does the section out to glendale and the FLT.
it would be hard to fit in given the existing space requirements but a designated cycle lane alongside the Bathers Way between Merewether and Nobbys and onto the Harbour Foreshore would be fantastic. the stretch from Fernleigh through Glebe Road and the backstreets of Adamstown around the race course could be more clear / some better right of ways.
Improve directional signage from mayfield to Newcastle west
The Fernleigh trail surface cracks are wider than bikes wheels. The designated bike road path from Fernleigh into the city has lots of rough bitumen surfaces particularly in Adamstown
The CBD has become very cycle unfriendly with the light rail tracks and reduction of lanes/shoulder as well as large construction vehicles in the small city streets. It's a bit of a tragedy, especially as honeysuckle now has a lot more traffic, often impatient to pass cyclists even though they're not going much slower, if at all, than the speed limit.
Waratah to the city - poor infrastructure along Newcastle Road -> Donald St. Donald St bridge is very dangerous. Inner city needs to be fixed. Situation with light rail is an absolute joke.
Glenrock - mountain biking More sanctioned and maintained mountain bike areas
Newcastle to williamtown, Adamstown to centre of town (my commute).
From the end of the Fernleigh track at Adamstown into the CBD could be improved.
Wharf Road is dangerous - construction works close off acces to path, - Concrete tree surroundds extend into roadway and can be catastrophic for bike riders - Marked bike lanes appear and disappear...nto at all helpful - Access to new shared track is awkward for bikes - sign posts are placed on pathway, makes very difficult when sharing with pedestrians - Ped. crossing barriers leave no room for bikes to avoid aggressive drivers and are unforgiving.
Maitland Road needs a dedicated bike lane separate from moving and parked cars, and pedestrians from Maud Street to Elizabeth Street. The bridge along Maitland Road crossing the railway lines needs to be expanded and made more friendly to pedestrians and cyclists.
Mackie Avenue New Lambton is the worst piece of road in newcastle. Connecting the Broadmeadow bike path to Adamstown Fernleigh is a the bumpiest section of road
Watkins Street Merewether, Stuart Avenue,
Maintenance of road painting of cycling symbols where many are becoming faded Better connection between various off road routes so that on road routes are minimised - Jesmond to Wallsend is an example; also street approaches in Adamstown to the Fernley track
Linking into the city and to get Leigh track from the city.

Fernleigh track. Asphalt splits and wooden bridge.

The proposed separated cycleway from Wickham Park to Union Street should be a good addition. It needs to then continue by way of more separated cycleways which articulate with each other. So far as specific routes, the long awaited provision of an underpass at Maud Street would greatly improve the safety and accessibility of the route to the University.

Within the inner suburbs, and intersecting grid of North South and East West dedicated paths would enhance use. By choosing a main N/S street like Smith Street it would be possible to articulate with the planned cycleway on Steel Street through to No2 sports ground and then, south of Parkway by moving the parking curb out 2 metres from the existing curb and creating a separated cycleway N/S. Similarly, Denison Street would offer a pathway from the nine ways at Broadmeadow through to Parry Street and to connect with the Wickham Park to Union Street route. At the Broadmeadow end this could connect with links to the Fernleigh track.

Yes!! Cycle route must be continuous....and clearly marked for drivers to see and has to make sense!

Not cycling one way (with cycle lane) and then on the way back there is no cycle lane on this side of the road!!!

Yes. I live right near the Glenrock MTB Park - the Fernleigh Loop entrance needs the council to sort out parking - you have actively encouraged people to use Glenrock during the COVID19 situation and this has led to mass amounts of people there - more than normal. Car parking is dangerous - the edges of the road is not guttered and people park at the side of the road just past the entrance and make it at times impossible to safely drive past

I understand that this land apparently isn't owned by council so either sort that out or don't encourage people to use the area! Us locals have to use this street to access our houses and the amount of near misses is amazing - will it air someone being killed in this area for action to happen? And also the shared path along city road from scenic drive to Fernleigh Loop whilst great needs some improvement at the Fernleigh Loop end as cyclists just ride straight out in front of cars ! Please consult the locals as well

Fernleigh, Newcastle city, most roads need separate cycling infrastructure. Connection between cycling paths.

The light rail has made cycling more dangerous.

There needs to be a practical off road cycle route that connects Newcastle to Raymond Terrace, Maitland and Nelson Bay. The proposed Richmond Vale trail would be a boon to cycling and definitely worth the investment.

Clyde Street has pinch points on both ends. The road is straight, but then the rider has to turn left slightly. But cars also turn left at speed, and may not leave a gap. Dangerous. Both at -32.912568, 151.739519, and 123 Clyde Street.

Please connect under Maud Street.

Fernleigh track through to newcastle cbd.

Also through darby street from the junction.

Cycle friendly crossings at Brunner Rd and Glebe Roads for the cycle routes from the City to the Fernleigh track

Along the Industrial Hwy , mayfield...needs a bike lane/off road option for commuters or suburban riders to get into the Newcastle off road lanes.

Need more small designated childrens bike lanes, so they can practice before hitting the real shared bike lanes.

Any routes that lead out of town:

Towards Maitland and Raymond Terrace (industrial drive and through Hexham in particular)

Towards the Hunter Express way (Through Lambton and Wallsend)

Southbound (Through Belmont and Swansea)

Towards Nelson bay (through Kooragang, Stockton Bridge and Fern Bay)

Add more separated cycle lanes. Allow people a safe place to ride that does not include tram lines. There was plenty of room for a cycle lane to be included when the light rail was constructed but instead we have had injury and death as a result of poor cycle way planning.

We need a safe separated cycle path right into the city and with more options in the west end.

9 ways Broadmeadow

Link from from Fernleigh track directly into into Newcastle CCBD

Park Ave / Glebe Rd intersection at Adamstown Train Station.

King Street in general - what's with the manholes in the bike lane? Or drivers parking IN the bike lane?

My major issue with bike riding is other cyclists on busy shared paths that are riding at speed  
The last time I rode my bike was along fernleigh track and it was very dangerous because it was very busy and some bike riders expected to go very fast despite the amount of traffic both riding and walking on the track I wish if they wanted to go that fast they would ride on the road  
It's a fatality's waiting to happen with bike for pleasure people walking running young and old and people walking their dogs and others wanting to still break land speed records

Increase fernleigh track to go all the way to Swansea. The road can be dangerous to ride on at times.

I also this past weekend rode lambton track past stadium and it was poorly maintained. Not good for road bike. Lots of bumps and cracked concrete.

Each and every existing on road green bike lane requires regular street sweeping. These lanes are almost always full of debris, making them unsafe to ride on. The bridge on the Industrial Hwy over the rail at Mayfield East is a perfect example of this. The A43 is very popular with commuters and recreational cyclists, however the route does not have adequate separation for cyclists, the shoulder is typically full of debris. Whilst I typically now avoid this road, many have no choice but to use it. This is one of the most dangerous routes locally in my opinion. Kerb separation would be the ultimate goal. Regular street sweeping should be undertaken as a priority.

The A15 from Lambton to king street

Lambton road and Tudor street to king street.

All of King Street.

City cycling - light rail, Supercars combine to make Newcastle city unattractive for cyclists. When Supercars is on or under construction, the city is cut off from the beaches for cyclists

More street sweeping needs to occur. There is so much debris on the sides of main roads.

Fernleigh track needs to be upgraded to newcastle beach with dedicated lanes.

Attention to the construction of the Richmond Vale Rail trail would be valuable in providing further riding routes which are not subject to other road traffic. Having spent some time in northern Victoria riding their rail trails, I also think this could be an important way to bring tourists to the area. Currently we are regular users of the Glendale tramway track which would benefit from extension into other areas.

The crossing of Tillie Street on R6 is very difficult in peak times.  
Likewise the crossing of Maud Street on R6 can also be difficult.

When riding from Georgetown to Glenrock there is a bit where you have to ride on Jellicoe Ave/Mackie Rd as there is no bike path.... it has two names on Strava - [REDACTED] "The Boneshaker" lol, it's TERRIBLE!

All the bike paths or shared paths that I've ridden on have been very well looked after, the only bad bits are where there's no path and the road is a bit average

New Lambton to Newcastle. There is a huge gap from Broadmeadow to Islington

Fernleigh  
Glendale to Wallsend path.

Maitland road from Woolworths to Islington and access to bike path. Path along Maitland Road is poor and in parts is very skinny and dangerous. Path along Maitland RD from silso street to Tafe on the Tafe side is terrible. Skinny width and patchy concrete. When riding you are so close to the traffic. Part has guard rail but most does not. Needs to link better with existing bike path. Path in Mayfield up to pool on the pool side. There is no path it is grass. Ride through dangar park then there is nowhere to cross road except near pool. However there is not even a footpath. Ingall is a busy street and it is dangerous to cross unless at lights. Use of guardrails on wider streets to give a separate lane for cyclists. Access to Mayfield East Public school for the entire catchment area for bikes is quite poor. Lots of footpaths don't even have a ramp to cross roads you have to go up and down gutters just to cross the road. Cement on these paths is poor.

From the Fernleigh track at adamstown to newcastle  
From Scenic drive to Mereweather beach - sections feel unsafe

Parts of the foreshore shared path are disconnected around the Brewery and Newcastle Baths.

Behind the stadium/trots track and behind Jesmond park- needs lighting

Fernleigh shared path has sections that could do with maintenance and upgrades to provide safe stopping areas to the side if you have kids that need a break. Please also add additional water stations where you can fill your water bottle up.

Howe Street Lambton between croudace st and lambton park  
Croudace street off road between rail corridor and elder st via lambton public  
Path from Turton road to Broadmeadow station

Commuting into the cbd from Hamilton and from cooks hill could be improved by allowing shared pathway or physical/ continued line marking separation for bikes. Improvement to the width of the space marked to ride. The marked lines near king Edward park and in town do not look wide enough for safe riding. Most people use the footpath instead. The width should be considered an important around high traffic movement areas in the future. I would use my bike more to ride into work in the cbd if there were wider, safer paths and road riding reserves.

Jellicoe parade and Mackie avenue has a terrible road surface

city road - stewart ave.

You can go into Nobbys, but the section near thre Brewery is a mess.  
It's a disgrace that you can't ride down Hunter St safely, another new road works where cyclists were ignored.

Connect Fernleigh to Newcastle properly with an of road option. Also need alternatives to industrial drive- bhp is empty but bikes are forced into a 4 Lane highway. Ridiculous
Richmond vale trail line (old rail corridor) and Glenrock mountain bike park. Really need to work with the National Parks and Wildlife
Upgrade Laman St along Corlette Street to The junction. Prioritise planned upgrade work on path along Throsby creek.
Cycling in the CBD (inc Hunter Street, Newcastle West etc) need separated bike lanes and better connectivity.
The section from the entertainment centre/stadium to connect to the cycle path and Islington. There is so much traffic and trains. It's dangerous. It would be good to have a cycle path put in along Chatham Road and Clyde st so that you can join up to the bike path at Islington Park and head to the City etc
All of them! There are many on road cycleways that should be replaced with physically separated paths.
I don't think the issues is maintenance. It's more a lack of connectedness and lack of protection for on road cyclists.
Coming from west, routes are good to showground but then to Islington or city require too much on street riding which makes it feel unsafe. So we typically end out ride at showground and go home
Fernleigh track and its connection to bathers way
Coastal route from the foreshore to newcastle beach could be completely segregated bi-directional cycle way. Also the east-west route should be established as a priority.
More maintenance on Fernleigh Track, particularly trackside fencing and weed management,, more sweeping of leaves and sticks on track lakeMac section in better maintained.
Need a dedicated cycle path along kooragang island and along industrial drive so people can ride to work instead of driving
Broadmeadow and Kotara.
Hunter street generally and all routes to the university campus
Merewether/The Junction to CBD and Glebe Road
Connectivity and maintenance between Adamstown and Broadmeadow. Not having to back track to cross roads etc. Scenic Drive at Merewether hts: a painted bike on the road does not equal a safe cycle route..
See my responses in the two previous boxes! I have taken to riding slowly on footpaths(slowly) if I have to transit along Glebe Rd, Helen St, Ridge St, or any other busy street. I ride safely, slowly and move off the path if a pedestrian approaches. i am also travelling so slowly that I can quickly stop if a car exits its driveway. Expecting cyclists to stop at major intersections waiting for a break in the traffic and then cross Frederick St into Ridge St. is a recipe for disaster as many cars are travelling far too fast as they come to the intersection. The same can be said for the intersection of Livingstone St and Helen St. You as the Council need to do something to calm the traffic in Helen St. It is ridiculous!
A lot of the tracks are due for resealing for example the section near the reporting track at Broadmeadow thru to lambton is cracking up and being lifted by tree roots. The entry to the track

at lambton to jesmond has a low hanging tree growing over it and the drainage near the park is terrible

Encourage a safe cycle route between Stockton and Port Stephens, it would great tourist route. Secondly Stockton bridge requires a ramp access to bridge, instead of stairs, which is ridiculous.

Join Adamstown end of Fernley track to CBD and beaches. Join Jesmond Park to Wallsend to the Tramway track which will the be connected to Spears Point and Warners bay

King st and Maitland rd

Dumaresq st —> parkway  
King st is very sketchy

There needs to be a shared marked crossing across St James Rd at Mackie Ave (-32.932207, 151.719135).  
Mackie Ave desperately needs resurfacing.  
Its almost impossible to cross Fairfield Ave at St James Rd.

King street or the roads near shops

Hunter st and Inner city

Yes, improved signage on the side & on the roads themselves around Hamilton South to the Hunter River / Honeysuckle foreshore area.

Mackie Ave in New Lambton - that road is very uncomfortable. I believe most cyclists take kings rd instead.

The overpass in Mayfield over the train line between the tafe - when heading away from the tafe into Mayfield it is very difficult to cross and rejoin the road at the bottom. Minimal visibility.

There needs to be a better connection between the fernleigh and access to newcastle city through designated bike lanes

We'd like to ride to school with our children along Maud Street, Mayfield West, but wouldn't feel safe riding home on the road. Plus there are some other areas in Newcastle where the painted lane on the road doesn't feel like enough separation from the traffic.

Scenario: imagine any progressive city in the world rebuilding their city's main street in 2019/2020 and not including bike lanes. Newcastle did this with Hunter Street. I couldn't believe it. Hunter Street is now the least bike friendly street in the city, followed closely by King Street. So disappointing.

Glebe road  
End of Fernleigh into Newcastle West

Hunter street & Scott street.

Fernleigh track Adamstown end to Newcastle. Traffic is always held up by cyclist heading west on brunker road towards the rail way gates. It is extremely dangerous and i have witnesses drivers becoming frustrated at cyclist riding to the fernleigh track on this road

End of Jesmond park to Newcastle. End of Glendale track through Wallsend. The bit between the Showgrounds to Throsby creek.

Fernleigh track.  
Really need somewhere local to race again too. Ever since racing stopped at Kooragang Island the local appetite for racing has fallen away.

Near the light rail lines  
Fernleigh track

Connections between Wickham and Honeysuckle. With the construction I am not confident riding on the road, and there is not enough space for cyclists and pedestrians to share the space. Throsby creek cycleway can be very busy at certain times and would be safer if widened. The section in front of the new town houses is effectively narrower than before because of the railings that were put up.

Adamstown to Merewether/the junction. It's only a 3-4km ride yet can only ride on main road or backstreets which is not as direct and very hilly

Lighting of shared path in Tighes Hill and Islington.

As an experienced road cyclist I get around quite well but for others the inconsistency of the cycle network would be quite challenging .  
Transitions from separate dedicated bike paths to shared road that have little to no signage and very poor road surface are I think the biggest shortcoming.  
This is a process in many places across the whole Newcastle area.

The temporary diversions on Honeysuckle Drive  
In general, the greater the separation from road traffic the better, preferably separate cycle ways, but physical on road separation would also help.

Connecting end of Fernleigh track into Newcastle CBD. Navigating through the Glebe Rd area is heavily trafficked and dangerous to navigate.

A path between Newcastle city and Jesmond / Wallsend

Getting from Mayfield into town. The Bridge over the railway tracks near Tighes Hill is dangerous for both pedestrians and bike riders.

All main arteries are not well suited to bikes  
Bike lanes disappear when space is tight leaving cyclists vulnerable to passing cars

Section between Islington park and cycle way behind trotting track football stadium

From Islington park to Mayfield  
Around Queens Wharf

Honeysuckle Drive and Wharf Road - separated cycling lane / path all the way to ensure safer for riders (not riding on road in parts) and pedestrians (some areas are very narrow for a shared path, i.e. near Scratchleys / Queens Wharf)

Carrington bridge. Honeysuckle to the beach. Around upper harbour (Carrington /Throsby creek) and to foreshore and beach. Then into and through Hamilton, and to Marketown and Darby Street, and library.  
Having No shared cycling routes is ultimate goal, on a safe, non gravel, non sandy surface without glass etc

Everywhere in the city especially Hunter St. very unsafe as no room for bikes at all.

Islington - Fernleigh track connection that allows families to ride completely separated from traffic.

Path behind EA Stadium in parts.  
Jesmond to Sandgate shared path in parts.  
Fernleigh track. Too many cracks and it should have been wider as originally planned.

<p>Broadmeadow to Newcastle City. More riding routes. Jesmond to Glendale or further. Some of the road sections are difficult and dangerous</p>
<p>Light Rail and the developments at Honeysuckle have made cycling in Newcastle extremely dangerous.</p>
<p>Linking Glendale to sowers point Belmont end of fernleigh to croudace bay End of fernleigh track to Newcastle</p>
<p>No, just need mire</p>
<p>CBD to the Junction and Merewether</p>
<p>As a regular commuter to the RAAF Base at Williamtown, I find the Stockton Bridge and Nelson Bay rd to be the biggest limiting factors. The Bridge is not safe to ride over, hence the approach is to catch the Stockton Ferry and ride through Stockton and onto Nelson bay rd. Nelson bay rd (ack different LGA) is a death trap, with narrow shoulders and high traffic speeds, leaving the potholed Fullerton Cove Rd as the fallback. This is a rough and neglected road; not in any way friendly to road bikes with high pressure tyres. There are many 'would be' cycle commuters to Williamtown, who choose not to because it is generally considered dangerous. This is a healthy lifestyle choice, which is good for the environment, and lowers traffic density on Newcastle and Port Stephens LGA roads, but is stifled to to lack of safe options. Small gains being made here and there, but after 20+ years commuting to WLM by bike, I still have to grapple with the risk of not coming home to my family.</p>
<p>We need more off road routes, then have these all joined up.</p>
<p>Meadow road newlambton.(too rough) James road railway crossing Adamstown. (Dangerous crossing to get to gates) Newcastle bypass cycleway near the University.(obstructed by rubbish and overgrowth) Cycleway from Adamstown to Newcastle.(crossings at busy Glebe road and Chatham rd have no lights an very dangerous for cyclists to cross.)</p>
<p>It is difficult and dangerous to ride around Newcastle west and the city. Particularly in areas with cars parked on the side of the road</p>
<p>Commuting from the city to the hospital and from the city to university</p>
<p>All on road cycle paths. Most of them end suddenly.</p>
<p>Hamilton to Tighes Hill TAFE or into town.</p>
<p>Fernleigh track &amp; industrial Drive.</p>
<p>Cycling link from Mayfield to existing shared pathway in Tighes hill connecting to Newcastle. (Or alternatively following alongside industrial drive in to the shared pathway at Wickham.)</p>
<p>I believe the stockton bridge is extremely dangerous and needs review, so is cabbage tree road</p>
<p>See previous comment , another bad spot is Clyde st railway near tighes hill Tafe , I understand work is going on here to improve .. it has been going on for a while</p>
<p>Fernleigh Road from Sandgate to Hexham and beyond</p>
<p>Nothing specific, just wider lanes / wider shoulder areas in general. Also, shoulder areas should be maintained. No one wants to ride their wheels over rubble, broken glass etc.</p>

Jellicoe and Mackie Ave in New Lambton. Both are designated cycle tracks and yet are totally unsafe for bike riders and cars together. In Jellicoe you are unable to safely pass a bike rider if you are driving and in Mackie Ave the road is so bad that people ride on the footpath and are more at risk because cars cannot see them coming out of the driveway. Also the bike riders do not bother getting out of the way of pedestrians on the footpath. It has gotten so bad during the covid lockdown both streets are extremely dangerous for riders and pedestrians alike.

Bike lane markings from top of Scenic Drive at Merewether, through to Pacific Highway Charlestown. Most of scenic drive has great lane markings, however it abruptly ends towards the top, and I've experienced drivers subsequently drifting into the previously marked space.

Into the city along King or Hunter St

Mackie Ave road surface which links new lambton cycle path to stadium is absolutely atrocious...on a bike it feels like your innards are turned to mush!!!

Also safe paths around kotara shopping precinct, kotara high students need safer route in the busy area directly around Westfield (paths in rest precinct are good)

The route ending at Belmont should be upgraded with another route going to warners bay and speers point which would then make it a 60km ride from Adamstown

There is no continuous cycling route which follows the foreshore. I.e. from honeysuckle to merewether beach. The shared paths are unusable for any cyclists who are riding at speed as the path is often fully taken up with pedestrians and the chance of hitting someone is high. The on road paths are sporadic and very poorly marked. The separated on road paths are extremely limited. This mix of cycling paths, lack thereof and poor signage makes it extremely difficult to ride along this area.

For example - the path will start as a shared path, then an on road marked lane will appear - but only on one side of the road and in the opposite flow of traffic. Then it will move to a shared path and then suddenly a separate on road path will appear with poor signage such that one is suddenly riding on a pedestrian only path with no idea where the change happened.

Glen rock MTB park and trails

More facilities or trails for MTB skills and riding

The tram line is dangerous , on road lanes are dangerous

The route to University. Particularly from Waratah Station to Maud St.

Various linkages including:

from Adamstown Station to City

From Fernleigh Track to Merewether from end of separated cycleway

All of them however the development of Hunter St was an abomination. I have not been to this area since the death of the cyclist in King St.

Having a safe cycle access from gully line to JHH. Parking at JHH is terrible and should be more options for people to ride safely to and from work. Road is very busy to ride on and footpaths are very narrow

Maitland road through mayfield is very dangerous, particularly heading west out of the city.

Industrial drive is not a safe alternate route as it's a shared road & cars are dangerous.

Connecting CBD to Fernleigh Track and the university with more cycleways

New Hunter Street tram way has no bike lane and very minimal room. Then a section where you have to ride on the footpath. Both feel unsafe for different reasons. I feel like I'll get hit by a car on the road and that I may hit a pedestrian on the footpath

More connections from Islington to Warners bay. Connections to get in/out of city and to/from train stations in general

The rear of Mayfield Woolworths along the Throsby creek canal linking up to Islington Park cycle path. We all ride on the grass along side the canals with the pedestrians at present. This would be a track totally separate from the road enabling us to cycle from Mayfield in to the City and requires no additional purchase of land or rezoning. A bicycle/pedestrian bridge over the railway line at the TAFE carpark across to Litchfield Park would also enable the traffic lanes to be widened across the bridge at the TAFE removing that pinch point for traffic also.

Teralba rd, then through Adamstown to where it connects up to dumareqsc street

End of fernleigh track into Broadmeadow.

The lumpy bits from Broadmeadow near west's

The Wallsend gap from the cycle way to the start of the track near diggers

fern leigh track to gateshead and other suburbs along pacific highway

wickham to beginning of fern leigh track

The track from New Lambton Park/Stadium to Fernleigh Track and New Lambton Park/Stadium into Honeysuckle or Islington.

London is a great example of their usage of bike paths and routes. It's easily the most cycle-able city ever as they have bike lanes on the roads everywhere and separate bike lanes in parks solely for pedal power

From Newcastle University to the city. Some thing along the rail corridor would be great

Mayfield to Newcastle beaches

Anywhere to the uni (at Callaghan and city)

Getting into the CBD and Honeysuckle Drive coming from the West

When riding out to Maitland the area around Tomago, just after where the Hexam bridge joins, there is no bike lane or verge. There is room to make a separate bike lane here on the grassed area.

I think Mtb skill development in parks would be good, like skate parks

All of them....we need more signs educating drivers to obey the passing rules and "if cyclists pay rego you will still have to share the road"

Wallsend to Newcastle - some gaps could be improved - near Jesmond shopping centre and then once you reach Broadmeadow. Also Through Wallsend - particularly near the shopping centre - I think some work is coming in this area.

Widening tracks where possible, like we do with roads as they become busier and more heavily used, would be great since sometimes they can be a victim of their own success on the popular cycling days. Also, utilising the rail corridor as a shared path right up through the city to the beach would give parts of the city that are not right on the harbour the chance to regain popularity and take the pressure off the small number of very popular paths we have available now.

Merewether/Adamstown to Newcastle

JHH to Charlestown direction, no path and only option is in traffic with vehicles. Wallsend/Glendale, good via back of Mac Collage, but nothing when needing to get to other side of Wallsend via Newcastle and Lake Rd.
Busy main roads like Lambton Rd King St
Scott Street light rail debacle. More and more traffic and impatient drivers.
Fernleigh Track needs widening. Increased usage by pedestrians and cyclists creates danger that could be lessened by widening Many shoulders and bike lanes and some paths have too much debris to ride safely. Causing flats or falls. This forces cyclists into the traffic lanes creating greater risk. Increased sweeping of shoulders and bike paths would greatly decrease this risk and encourage cycling
All cycle routes should have marked bike lanes, even if they aren't separated from the road. It is utterly ridiculous that the official bike path up Carrington parade requires the use of stairs so this should be reviewed.
Bridges Road New Lambton and Kotara
Accessibility to cycling into the CBD from Kotara and New Lambton without having to use roads, many of which have on road cycleways or none at all. Can be very dangerous.
Lambton to city center Merewether to university callaghan
Riding from just about anywhere in Mayfield to the University requires lots of mixed traffic riding. The bridge passed the Mayfield train station is terrifying - yes there's a bicycle symbol marked on the road, but drivers cut the corner round the bend as the road narrows and it's hair-raising.
All of them, and we need more
Bike track seems to finish near Smith park Broadmeadow showground, cycleway becomes dangerous after this to get to Islington park to meet up with the off street cycleway to make your way into the cbd area, i car my bike to Islington park leave my car their and cycle into the beach from their seems crazy I would rather ride all the way in but I think it's way to dangerous.
Mackie Ave and Jellicoe Pde.
For the future it would be beneficial for all of Newcastle, especially now that the traffic around Newcastle is turning into bumper to bumper, to ensure increase in cycle ways on and off roads. Parking is really hard and expensive in Newcastle city- but biking in this city is unsafe and dangerous.
There needs to be a better option for cycling along Hunter and King Streets
Clyde street. Wickham cycle path.
Maitland to newcastle. Industrial drive
Maitland Road. The section between East Mayfield and the commencement of the bike path at Islington. The bike lane on Industrial Drive. Is narrow and very scary with trucks and fast cars, and drivers abusing you.
Something linking Wallsend and Jesmond bike path. Something linking Jesmond bike path and a route in to Newcastle that avoids main roads and main road crossings
inner city issues not yet resolved. Commuter bike lanes would be good - shared paths are great for recreational / family riding, but not for higher speed cyclists.

There should be a cycle path from Wallsend to the Newcastle CBD area and I think the fernleigh track could be stretched from Adamstown to the Newcastle CBD area

Connect Fernleigh track to Newcastle CBD and also to the lake cycle way

Around the stadium, Throsby creek

Hunter Street!

Bike lane all the way along Maitland Road into the city

Routes should all be separated from cars. All the trip, not just part way. Especially an issue when a upgraded section ends in a “disappearance “ of any bike lane eg Kotara heading away from shopping centre on parkway ave

As stated earlier, the Jesmond and Wallsend paths have had no maintenance or care over the last 10 years. Spraying of lengthy grass or weeds would be a start, and use a small machine vac or sweeper to clear debris once a week or month. In the last two weeks the path between the stadium and the hockey fields has had several metal fence sheets blown onto the paths and weeds so large that you cannot pass another oncoming rider or pedestrian.

Some of the paths need sweeping. The debris from the road such as rocks gets pushed into the cycle lane and this is not good or safe for riding. Plus it would be good if they were linked to each other. Such as Maryville linked to the path that goes past the stadium.

Newcastle harbour, end Charlestown bypass to Newcastle

A better designed link from fernleigh track to junction/cooks hill/Mereweather

Fernleigh Track - needs more amenities

Shared pathway from Tighes Hill to Nobbys needs to be upgraded so that no road riding is required.

Fernleigh Track. It has been allowed to erode over time. A badly-surfaced wooden bridge is now incredibly dangerous and various sections of the track have dangerous surface bumps and lumps. It also needs widening to handle increasing traffic densities and some of the road crossing points need to be addressed with speed bumps/chicanes for vehicular traffic.

City CBD - Callaghan University

City CBD - coastline to Mereweather

Connecting the existing routes

Adamstown to Merewether avoiding Glebe road

Belmont to Warners Bay in some sections joining existing routes.

Everywhere. Connecting suburbs.

Industrial drive mayfield, Maitland road

The breakwall. Islington back to newcastle via hunter st. Train overpass dangerous surfacing. Also if you ride to mayfield pool from Newcastle it's not great towards Mayfield end.

Many unsanctioned mountain bike trails have been removed and as Glenrock MTB park is NPWS funded it remains poorly maintained and under-developed

bike path from Tighes Hill into Newcastle has not been safe for about 3 years, and expect it not to improve for another 2-3 years.

bike route from Tighes Hill TAFE via Clyde street to Newcastle Showground is not connected and not safe

<p>Attempting to link cycle ways from Adamstown fernleigh entrance/exit to broadmedow and further to Islington park. This would create a generous loop all the way to Nobbys. Linking many ore existing bike lanes and roads together.</p>
<p>A link between the Fernleigh track and the bathers way walk and/or scenic drive</p>
<p>I often cycle in from Charlestown - I think most of my issues are with Lake Macquarie. My route through Newcastle is quite good. I use R4, if anything Mackie Ave/Jellicoe Pde could do with resurfacing</p>
<p>Through honeysuckle/wharf Road. Incredibly dangerous.</p>
<p>The Wickham end of honeysuckle and pretty much every main road out towards Lake Macquarie the route through adamstown could be improved</p>
<p>The connection between the cycleway on the western side of Kotara and the Fernleigh track is poor.</p>
<p>I believe the existing paths need to be widened and maintained but also they need to link up. Currently you are riding on paths and then they just end. Where they end it is really unsafe and forces you to ride on the road with narrow sides and no marked bike lanes.</p>
<p>Since COVID I have been cycling multiple times per week with my family. I've noticed some bike lanes just end and there is no space to keep going. Other cycle tracks just end in no man's land i.e. the end of fernleigh track near st pius</p>
<p>From north to south along city rose and scenic drive to city.</p>
<p>Darby Street Maitland Road</p>
<p>Newcastle CBD. Lambton to Kotara</p>
<p>Cycle route? For example try getting from town to the uni. The cycle paths start then end where there is no way to get to the next cycle path without going through a dangerous section of road. Connecting these existing routes would make it feel safer for people to ride.</p>
<p>Adamstown to merewether Glebe road</p>
<p>No access to Stockton bridge other than stairs or ride on roadway/no shoulder if riding from Newcastle. Cycling routes on either side of bridge. Also access to Fernleigh Track from Newcastle via Pacific Hwy/Merewether.</p>
<p>At the moment from wickham to honeysuckle is a disaster and an accident waiting to happen! Work needs to speed up I'm Appalled works will finish in 2023! Road width for cyclist need to widen for me to ride in the roads with my children in toe!</p>
<p>Beach to Hamilton, foreshore to anywhere</p>
<p>More allocated lanes on main roads</p>
<p>Connecting the University campus to Hunter Stadium with off street lanes.</p>
<p>The University to Glendale - there are many sections (eg. Tilley St crossing) that are difficult and dangerous to cross in peak hour. Also the old tramline track between Wallsend and Glendale does not have any exits for Croudace or Reservoir roads.</p>
<ul style="list-style-type: none"> <li>- more connecting City to Broadmeadow</li> <li>- Better awareness and programs to encourage daily work commutes on bike, not just recreation</li> </ul>

Maud st crossing  
Howe st lambton

Road stretch between Waratah station and University is very rough in sections.  
Section between university and Jesmond needs more regular tree maintenance to trim branches overhanging path.

Path between Wallsend and Jesmond near intersection Tillie, Sandgate and Cameron St. This is a horrible intersection at rush hours, especially if a pedestrian. Install lights, a roundabout, realign the roads, DO SOMETHING about this horrid intersection. I've seen cars and pedestrians waiting for 10min to get through.

Many on road marked bike paths seem to end abruptly and into the general traffic. For example where Douglas st and Newcastle road intersect

All of them. I believe Newcastle needs dedicated off road cycle only ways.

Railway bridge at waratah where it thins down to one lane very difficult - maybe signage like on one way bridges for other cyclist to give way if cyclist is on the thin section already

All bicycle routes need sweeping regularly.

A15 at Wallsend needs trees trimmed regularly to make shared path rideable as you pass Ibis hotel (on both sides of the road).

Mackie avenue and jellicoe parade new lambton. road surface extremely poor

From Mc Donald Jones Stadium through Georgetown along Clyde St to get onto cycleway at Islington. Christo rd and Clyde St are very busy roads. Then to cross Georgetown rd...

All of it. Bike lanes just end in the middle of the path and suddenly we need to negotiate with traffic. It's scary!

Hunter street. Darby etc

cycleway between jesmond and wallsend cbd is very poor.

jesmond cycleway adjacent the park should be graded to disperse water. Puddles stay on that track for ever. consider more appropriate drainage on the shoulders?

The line marking on the shared path between Hannell St and Islington Park play ground has deteriorated to the point that it is no longer visible.

The cycle way crossing at Maud St Waratah requires a pedestrian crossing.

I used to cycle from Lambton into Honesuckle daily, via Throsby Creek. It is shared between pedestrians walking side by side with their kids, dogs or prams. I have been sworn at for ringing my bell as I approach. I constantly have to ride on the grass because pedestrians use the whole width of the path. Honesuckle is now not safe to ride along. I have been forced off the road 3 times in 6 months in the single lane outside the Forum. Where are our cycleways in this backward city?

Hunter Street and King Street.

could there please be a consideration for an off road shared path along Newcastle road from Lambton all the way into town.

also a shared path around waratah wests parks connecting all of 3-4 parks/ reserves

Honesuckle or some sort of access to the east end

Inner city cycling routes should be dual lane and separated similar to the CBD in Sydney. Shared paths are hazards when overcrowded.

<p>FLT getting very busy Maitland to Hexham is dangerous</p>
<p>Improving safe access to Fernleigh track from surrounding suburbs, and to the university</p>
<p>Newcastle East end and the tram tracks</p>
<p>Suburbs into the CBD. All discontinuous and dangerous and reduces cycling commuting</p>
<p>reservoir road. its a death trap In CBD big gaps leading to cyclists on roads</p>
<p>between homemakers centre Kotara and St James primary school always has a lot more twigs and leaves on the ground than other paths because of the tree cover and is a hazard to pedestrians and cyclists.</p>
<p>Glenrock and surrounding areas for off road riding as there are over 3000 people in a Facebook group that use that space some more attention towards jumps and skill areas for development would make sense.</p>
<p>Make Fernleigh Track longer Build more mtb trails in Glenrock</p>
<p>Adamstown to Newcastle city and to the beach could be better</p>
<p>Griffiths Rd on the train overpass, pretty bumpy! Regular cleaning of debris from paths would be good, e.g. adjacent the stadium, the sneaky path that follows the train line from Maitland Rd near the new development. Many of the bike paths need increased regularity of maintenance but they are generally rideable :)</p>
<p>The connection between Broadmeadow farmers market and Tighes Hill Tafe. Riding down Chatham Rd is busy with kids but just manageable with older road savvy kids aged 10 and 13. Was tougher when they were younger. Getting across to turn right on Clyde street is pretty intimidating as it's quite busy and we end up stopping traffic when cars turning left wait for us. We'd prefer not to be inconveniencing drivers unnecessarily.</p>
<p>I guess it's hard to talk about specific routes - everyone has different cycling routes depending on where they starts and finish. It's been a while since I went for an extensive ride so I'm not really in a good position to talk about maintenance. I'd like to see the area near reserve road and the gates at king edward park improved so people can cycle up from Newcastle baths and then use either the road or footpath to continue up the hill. I think your map should note that the road through the park is one way and I'm not sure what your plans are. I don't want to see more of the park being cemented over but we do have to consider how people can negotiate it. It would be great to somehow have a ramp between Hillview Crescent and Arcadia Park</p>
<p>Routes through the city, connecting Darby street and the junction to other cycling routes. Also the path into uni. I would love to ride to uni as parking is limited, however I do not feel safe doing so and am not sure of where to ride (when I look up cycle routes I can't find any that go into uni)</p>
<p>The Fernleigh Track is fantastic, but it would be great to link it to bike paths to Redhead and all around Lake Macquarie. The University bike route needs work - install a bike light crossing at Maude Street.</p>
<p>Stewart Ave. it's dangerous to have cycle paths abruptly finishing and cars parked, where the cycling paths ended. Cyclists forced to enter into busy traffic lane Glebe road from Bar Beach to traffic light intersection Anywhere around Marketown.</p>

1. Jesmond bushland - This is a prime facility begging for purpose built MTB trails and better management. Would likely ease use, congestion and traffic at Glenrock  
 2. Wallsend to Jesmond  
 3. Broadmeadow (Newcastle Showgrounds) to Islington (TAFE)  
 These are the only two sections missing dedicated cycleways/shared path that would eliminate a need to ride on roadway between Glendale and the CBD.

From the Wallsend end of the EdgeworthWallsend cycleway through to Jesmond Park  
 From Broadmeadow station into Newcastle

The patchy track that comes from the end of Mordue St in Jesmond and runs towards the Tramway between Wikinson Ave and Cameron St. The surface is bad, and the track where there is one is narrow, and it needs a better way through Wallsend shops to get to the Tramway. Mackie Avenue in Adamstown. This street joins the cycleway from Pius Xth school to the Stadium. The street is among the roughest concrete sections in the city. It is used by lots of cyclists, many of the kids going to school, and can be dangerous because of the surface. It needs to be skimmed or covered.

Morgan Street in Merewether is used by lots of cyclists coming down off Scenic Drive into town. The street is another bad example of a concrete road that has been allowed to deteriorate to a very bad condition. It also needs to be skimmed or covered.

Foreshore near fish markets has become worse  
 Please connect Newcastle Showgrounds to the TAFE very dangerous area  
 Please consult re a safe bicycle crossings of Glebe Road  
 Please move cycleway crossing of Bruncker Road to the pedestrian crossing at Des's store. ( multiple unanswered emails to NCC from myself ( karenbuckner@bigpond.com)

I think the NCC cycle map addresses this question the yellow, purple and red tell the storey. The JHH is a case in point, there is a proposal for work at Jacaranda Dv. and the route beyond the signals could go via Carrington-Curzon by passing the steps.

The path between Jacaranda and Russel is probably adequate to cope with ped/cycle traffic but Ped ramps need to be retro fitted to the signals at Russel Rd for peds and cyclists. The existing drive access is adequate for cyclists. (and relocate a power pole).

Just as the road system has a hierarchy so should the cycle pathways. Newer subdivisions have the benefit of fit for purpose internal collector footpaths unfortunately Newcastle, being almost fully developed doesn't have this luxury so either a programme of selectively widening footpaths to enable them as a shared facility or on road improvements made to aid the cyclist. Clyde St/Chinchen St (R6) example

CBD. Connecting merewether to CBD directly- not along Bathers Way as it's too busy. Connecting Bar Beach to Fernleigh Track.

The rail trail between Kurri and Sandgate/ Shortland  
 Glenrock MTB trails  
 FLT

Hunter street mall two direction riding for bikes, as the street is one way, it gets confusing what to do with your bike when going east doing shopping there and King street parallel to it has a big unnecessary climb in the east direction, not favourable for casual riding.  
 Bike lane on Darby street.

Get the Richmond vale track up and running.. it will be a huge tourism draw card for the area and allow cyclists to avoid the very dangerous rail bridge crossing at Beresfield. Also please continue to better connect tracks to areas where people need to get to... also the light rail cycling integration is an absolute joke! Shown by the person who died last year.

From Shortland/Jesmond towards newcastle there is a lot of hopping on and off bike paths. Likewise from the university campus to Wallsend you have to go off road after the bypass before reaching the bike paths towards Wallsend.  
There is some great existing paths, they're just not connected

The link from the showground to Islington Park  
End of the Glendale path to Speers Point (Lake Macquarie, I know)  
Shared lanes from Adamstown to city locations - they are okay, but could be better.

Need Inner city routes that are separate from vehicles  
Eg fernleigh into city, route 1 from Broadmeadow station to city & route 6 near Newcastle TAFE

Glenrock mountain bike trails.  
Increase length of Fernleigh Trail and connections.

Lambton to the city. Between show ground and Oslo from park could be better. And inner city separated bike lanes

Suburbs that are still close to the city for riding. E.g. connecting Mayfield to Rigged Hill pathway to the city, or Merewether to city.

Connectivity. Getting to the beach. Esp queens wharf.  
You feel safer on some of those on road options above if you know conditions aren't changing in another minute. It's stressful.  
End of trip facilities are needed at the beach especially nobbys. It's more inconvenient to cycle and swim and cycle again as you can't shower properly before you get back on your bike.

Crossing king and hunter street, from Stewart avenue down and around Marketown, it is hectic and especially at dusk it is in safe.

Yes from Hamilton to Wallsend link road. Better lane marking.  
Darby St is very rough and bumpy especially heading South.

I'm concerned about the mix of pedestrians and cyclists in honeysuckle precinct. I also think the link between the city and Fernleigh track needs to be improved. Taking Darling Street and then to ralbor road means that crossing Glebe road is extremely dangerous in order to get to Fernleigh entrance. The entry at the roundabout is also dangerous at Adamstown

The cycle lane that comes from fernleigh loop to scenic drive is fabulous, but then you have to cross scenic drive (near scenic Lodge) at a busy spot and ride on the road towards town. There is confusion on scenic drive from the sewer access Rd to Hickson st with many people riding on the cycle path on the wrong side of the road. I have seen a few near head on collisions with people cycling west coming face to face with a cyclist travelling east on the wrong side of the road. There is also confusion at the part of scenic drive just past Hickson st with some cyclists thinking the cycle path is a two way one (I.e people riding down the hill on the wrong side of the road). We need the off Road cycle way to continue all the way from fernleigh loop to Merewether beach to ensure safety

There are only 2 routes in Newcastle. Fernleigh track needs the tree root bumps removed. The foreshore is great for 90%, but then council let's developers use it as a storage yard and funnels pedestrians and cyclists onto the road. That was insane and fortunate not to result in serious injury.

What you guys call a bike path where it's green paint on the road is unusable. Ride your bike on that at industrial drive at Maryville, or hexham bridge, or tattoo rail bridge and let me know how quick you get at changing a puncture. The green paint at these locations is purely indicating where you can't ride.

The green path immediately outside council chambers on Stewart ave Just disappears. What happens to cyclists here.

Stockton ferry to airport.

Safe cycle access to airport particularly along Nelson Bay Road between Fern Bay and Williamtown.

Up around the East End and entry to Newcastle Beach. The whole light rail route is a fiasco that you supported and cost one mans life.

Access along Honeysuckle drive has been impaired by building works that have closed at times, shared paths and separated road lanes without notice. Issues with the light rail have not been entirely resolved. Riding west on Hunter street no bike lane exists for a significant section and tracks are problematic

Access to the Fernleigh Tract at Adamstown. Bailey Street is an accident waiting to happen. Safe crossing on Glebe Road for cyclists

Fernleigh track to beaches when it gets to city it is not safe along Hunter St with light rail in place - need an alternate route here

CBD that is not the foreshore. There are dead ends where shared paths stop and there isn't a designated bike lane. Busy traffic areas are not yet adequately catered form

Industrial drive cycle lane.

Large amount of debris on cycle lane forces riders to ride close to the road, or risk a puncture. This becomes worse when going over the railway bridge. The cycle path because half the width, with more debris, and semi trailers often less than half a meter from riders.

The connection of the cycle way between croudace st and Lambton park could be improved. Despite a marked cycle lane on the road, the parking lane forces cyclists to encroach on the road. I often ride with a bike trailer for my daughter and feel very unsafe riding in the cycle lane. Also, the shared pathway from the caltex service station on minmi rd finishes at a weird spot. From there, there is no connection until the roundabout near the tip. Then, there is limited shared pathway before it stops again.

Again, Minmi Rd is 60kph, though vehicles often travel much faster. Further, there is limited space on the shoulder, and dump trucks take up much of that shoulder, making it very unsafe. The path should be extended all the way along minmi rd.

Glenrock and around the foreshore more specifically Honeysuckle.

King Edward park to Dixon Park

Tudor st, road cracks

Hunter st should be open for the entire length

City to JHH. Suburbs to beaches. Forget about bike lanes without a physical barrier. No one feels safe cycling in a car door zone.

It be great to have more cycle lanes/routes connected. Often cycling in to Newcastle from Wallsend there is a bike lane but it then stops.

The only separated bike lanes are in the east of the City near the beaches. It would be great to see a separate bike lane all the way from the outskirts in and vice versa.

1 Honeysuckle. Cyclists are forced onto the narrow road, or forced to use the footpath. The cycle way was blocked off to make way for construction of buildings. No safe alternative was established. There are years more work on this section of the road. Trucks and tradies vehicles potentially dangerous to cyclists.

2 Hunter Street. Scott Street. The light rail has taken away any safe cycling options.

Hunter street/Scott street/Watt street

Deterioration in road markings in a number of areas- Adamstown, Mayfield in particular. More prominent signage of cycleways to assist in navigating the network.

Honeysuckle near Doma development. Rounded sunken section near Lynch's hub. Sharp angled footpath connections near the Station in new greenway of old train tracks. Remove poles near edges of the footpath near pedestrian crossing at market at and hunter and Perkins St and hunter. This would allow easier access to the dedicated cycleway on the harbour. King St is completely unusable for cyclists now.

King Street or Hunter Street - ability to access the East end from the west of town.

Shared traffic and cycle lanes need clearer markings and signage

The inner city tram line!

The Hunter st mall

Honeysuckle Drive near Hunter Water at the moment is horrendous with all the construction

Mayfield to uni campuses

Mayfield to city

Maitland road

The route from end of Fernleigh track in to the city - difficult and dangerous road crossings need attention.

A better cross city route is also needed up king or hunter st.

Definitely the connection between Tighes hill tafe & the showground needs immediate attention. Clyde st level crossing & surrounding intersections are really hazardous. Maitland rd mayfield is downright dangerous for cyclists & only safe option is the footpath, especially with kids.

Wharf Road past NIB building is a disgrace. Construction of buildings on the harbour front have made this stretch of road very dangerous for cyclists. Why don't you construct a cycle way down the middle of the median strip to eliminate conflict with vehicles.

Routes along Maitland rd are dangerous near mayfield east Tighes hill rail bridge with very narrow walk ways with only a low barrier separating the traffic. Also on a hill so people speed and overtake cyclists.

Honey suckle bike lanes on the road are too narrow and dangerous

A route from the junction into Newcastle. More bike routes within Newcastle city centre so you aren't on the road. Better bike options out of the Wickham interchange.

Wallsend area. The recommended path past Nelson Street on Dan Rees/Kemp Street and on the main road (Cowper Street) both are dangerous with merging and cross traffic.

The (compulsory) shared path (Westbound) off the roundabout at the corner of Thomas St and Newcastle Road is broken up and dangerous.

I have come off hard on this path and was injured. The stack was caused by the broken path when my back wheel ran off the edge of a Telstra pit surround, where the path had sunk around it.

The "car door alley" of Southbound on Hannel Street Carrington is also a death trap with speeding cars, heavy vehicles and so many opportunities to have a car door open suddenly on you.

Jesmond cycleway leading towards university. (It is dark, cycleway has a lot of debris from trees, plus disposed shopping trolleys and dumped garbage.)

Adamstown cycleway leading to St James Road. (It is dark -no lighting, crossing Glebe Road to continue down Mackie Road is really dangerous during afternoon traffic. Mackie Road is potholed and a rough ride.

Scott Street along the tram lines.

Shared path along Throsby Creek is too narrow & just got narrower past the new town houses at Maryville.

Around Honeysuckle is a dogs breakfast but I assume it's a work in progress.

Newcastle east and around newcastle beach and nobblys

Fernleigh Track , route into Newcastle from Kotara- unsafe crossing Glebe rd

The City, Hunter and King Sts are to be avoided due to poor infrastructure

Route between maitland and newcastle and Raymond terrace and Newcastle.

Cycling maitland road is very dangerous

Cycle routes towards the CBD are well laid out and well maintained, although once you get to Newcastle West, it is difficult to find a safe spot to ride.

Specifically, where the Donald Street shared path ends at Gordon Avenue and bicycle traffic merges with road traffic on Hunter Street or Parry Street. Here, the road lanes are narrow and force cyclists to ride well within 1 metre of parked cars. I often ride on the footpath in these areas but once you closer to the CBD (ie. Council building in Newcastle West) the footpath becomes too busy with pedestrians.

All main roads need a cycle lane in the shoulder.

Street sweeping to pick up broken glass and debris in shoulder.

Smooth tarmac or concrete road shoulders for bikes

R6 roadway / street surface both sides of Waratah Station and a safe crossing or lights at Maude Street.

Kooragang into the City. I ride from Medowie into the CBD and find Kooragang and industrial drive are sketchy in parts

Honeysuckle and especially Queens St Wharf area.

Please see my previous comments.

Also Maitland Rd at Mayfield. Especially with a new Coles soon to be open it would be good to have a separate on road bike path. This road is not safe for bike and the footpath is really run down.

Honeysuckle to Nobbys to merewether ... a more distinct visual cycling culture with separate lanes etc .... very specific for cycling and very visual that cycling is the same as driving and walking in our city

All of them - they need to be better signposted, advertised and connected

Remove pebblecrete from paths (particularly at Wickham waterfront) to allow access for other active transport.

Resurface road northbound on Hannel st Wickham.

Continue the road and path improvements made to Hunter Street all the way from union St to Hannel st.

Darby Street

King Street

The mall/Hunter/Scott Street

I don't really understand how to get around in the city. King St and Hunter St are very unsafe.

Access to Fernleigh Track from Maryville has Too many road crossings. The main drain could be used as an underpass during non flood weather. How good would that be? Georgetown to

Adamstown without stopping 😞

Some better segregation of pedestrians. Also need better access north south across Newcastle CBD ie to access Markettown.

We have some good cycleways but connectivity is broken. Getting to Gun Club Road Glenrock access is difficult. Bruncker Road is dangerous for Cyclists and there are limited options and when you get to the top there is no where to go.

Hunter St after the tram essentially has no dedicated commuter cycle way. Alternative route along foreshore is shared with pedestrians and has a section requiring dismount

Need pedestrian crossing from the Fernleigh Track across Northcott Drive into Wade St. My kids cross here when riding to school and it is not safe.

Getting into the CBD is even worse than it was before the new trams. So unsafe!

1. Mackie Avenue - really rough concrete road linking the Gully Line to the Fernleigh Track, needs resurfacing. As a result most cyclists go via King St which is much smoother but negotiating the traffic on Lambton Rd to get to/from King Rd to the Stadium path is quite hazardous.

2. The paths on the New Lambton side of Adamstown Gates are very uneven and narrow.

3. Turton Rd Waratah has a bike lane but a caravan, many cars and a dog-wash van park in it, making it necessary to go into the traffic stream. At peak hour, very few cars stay the required safe distance from cyclists. A shared path there would be great.

King St and Parkway both need better connectivity for cyclists. Several sections create squeeze spaces which increase risk for engagement between cyclists and drivers. This decreases the take up of cycling. Shared paths are great when riding with primary aged children but are limited in function. On weekends or busy days these also place walkers / runners and cyclists in close connection, which works but only with all parties remaining considerate to the other.

Cyclists crossing Glebe Road on their way to the Fernleigh Track would benefit from a safety island.

The cycleway from Jesmond to Wallsend has some treacherous spots.

The absence of cycleway between Blue Gum Road and the bike ramp onto University Drive is dangerous.

1. The roundabouts on Newcastle Link Rd are deadly.
2. The R6 at Maud Street. How do you cross?
3. Marked on-road lanes that disappear are also deadly. (Lake Macquarie is worse than NCC for this).

Darby street/bar beach/merewether

All access to Broadmeadow. Especially Fernleigh track to extend to Broadmeadow station. We are building a \$14million dollar 3000m2 medical centre at 9-ways Broadmeadow within the Broadmeadow medical precinct surrounding Lambton Rd and are providing integrated end of trip facilities. I, like many of my colleagues relocating to this building, are intending to ride to work and it will be our Company policy to support our staff to do the same. we are aware of other medical developments within the same precinct and know that other likeminded medical professionals would benefit from safe and high quality cycle connectivity to the precinct.

Also there is a standout safety deficiency riding from the scenic drive / Hickson rd intersection to the cycle way on city road.

I see people struggling every day to make the link across from the mater hospital /university area to Maitland road. They use Maud st, Mayfield West. It is extremely dangerous for them. Traffic is moving very fast and the riders are forced into the kerb. Ironically the footpath on the eastern side of Maud st is largely unused and could easily be a shared path for pedestrians and riders. This path runs almost the full length of the street alongside the factory fence. Few people walk there as the housing is on the western side of the road. I have written to council previously with this suggestion to create a shared path along the factory fence /eastern side of Maud st. The solution is simple yet it remains a very unsafe road for a cyclist to negotiate.

Newcastle to Kooragang island. Only way there is to ride on a super busy, high speed road. It's disappointing that the cormorant road upgrade didn't include physical separation.

All routes into the city and beaches. Currently there are no routes that entirely avoid riding on-road without separation.

Glenrock MTB park. This is a jewel of Newcastle that is extremely popular. It needs upgrading to increase number of trails to reduce the load on the current trails, improve sustainability, increase user enjoyment, and provide both separate and shared pedestrian/cyclist trails. It also needs bin facilities at entrances to minimise littering. I know this is NPWS territory, but I'm sure Council can be more involved.

fernleigh track extended to Broadmeadow station and on to beaumont st. the cycleway from scenic drive/hickson st intersection extended to the city road cycleway. Glebe rd from the junction to Adamstown to join fernleigh

Connection from Showgrounds pass the tafe to Islington Park.

Connection from lights at lambton road to lambton Park

Scenic drive

Pacific highway through Charlestown/Belmont. Cyclists are better to be on the road than on the Fernleigh track, as they are going 30kph +. Dedicated bike lanes are great! Encouraging police/workmen etc not to park or close the dedicated bike lane is even better! Where is a cyclist meant to go when we suddenly come across a vehicle parked over the bike lane?

City & waterfront ,CBD ,beaches, major commuting routes

A safe triangular route from the CBD to the fernleigh Track, and fernleigh Track to the Uni campus, then uni campus straight to the CBD

It obviously has to be said that the Hunter street / Scott street situation needs an urgent and immediate change. There's actually quite a lot of footpath space outside the old station and it would be quick and simple to paint a cycle path through there without unduly restricting pedestrian amenity. This is the informal solution many cyclists are choosing anyway. A long term solution may involve much more time and effort but a quick and functional solution is needed now.

The Fernleigh Track has is getting more popular as it is extended and improved, which is increasing the conflict between walkers, joggers and cyclists moving at different speeds. Now would be a good time to start widening the track and separating it into two areas for fast and slow users.

There needs to be better connections for people to get from the residential suburbs to dedicated cycle paths. This is why some people don't ride, because they don't feel safe to get started from their homes. eg a separated cycle track along Gordon Avenue would connect a vast number of people to alternatives. Ban cars from Newcastle City.

No bike through ways that allow effective bike commuting

Hexham area is particularly dangerous

Riding west and north west is dangerous so many dangerous roads. Cycle ways not linked

Cycling in the CBD is now too dangerous. Cyclists have been re-routing to the Throsby Creek and Honeysuckle paved areas - but these are now far too busy with pedestrians, prams, dog walking, children on bikes, etc. It is no longer safe and the busy streets are the only alternative - so I avoid the most scenic rides in Newcastle now.

Pacific Hwy Adamstown Hts to Merewether would be a good direct route to City but shoulder is too narrow

Scenic drive would be a good route to beach but also too narrow

Fernleigh track should be extended from Adamstown into the city along the rail corridor - this would be direct and flat

Russell Rd travelling from NewLambton shops to JHH would be a good route in terms of gentle gradient, but the road is too narrow and traffic too busy

A smooth bitumen path through Blackbutt would be a good route to JHH

Areas between Jesmond, Wallsend, brickworks park, mayfield west and the uni.

Connections to University and the major centres outside CBD, charlestown, kotara, etc

The Fernleigh track needs urgent maintenance around the northern Burwood road end, possible widening for a pedestrian lane? The wooden bridge towards Whitebridge has been temporarily fixed with yellow plastic panels that are raised, this is a hazard.

Nobbys, along the harbour,

Through to Throsby. Then I going to the uni

Mayfield area to town

Mayfield to Hamilton North, particularly Clyde St with train crossing

Getting from Darby or Union street to Newcastle East is difficult. King street is a nightmare with road work associated with east end development. Loss of cycling on Scott / hunter street due to light rail infrastructure has been problematic for my regular route

Richmond Vale Rail bike path.

Better connection of cycleway in CBD and out to Merewether as well as to the western and southern suburbs.

at the end of the Fernleigh the route to town although sign posted is not separated and often has very aggressive drivers on it around the race track and in Adamstown, it is also very difficult to either get across Brunner or Glebe rd in the afternoons based on the route that you are supposed to follow. once you get to Stewart Ave, any access into the CBD is not tremendously unsafe due to again drivers interacting, Buses coming down Hunter St or King St, there is no dedicated lane, route or passage way for bikes

CBD connections, Merewether to CBD, and from the end of Islington Park to the Uni and Mayfield West

Chatham rd Hamilton Nth via railway crossing Maitland rd Islington very narrow and very busy with car traffic.  
 Having traffic light pedestrian crossings button in a more accessible spot to access for people on bikes. Often have to do tight turn or get off bike.  
 Section from Lambton Park to Croudace rd Lambton to rejoin bike track.  
 Hard when you have chn and having designated bike path broken and have to ride on road alongside parked cars and cars going past.  
 More access for families for mountain biking around Newcastle...something like Homesville.  
 Glenrock not family friendly and limited.

Newcastle City: Hunter & King St, Darby St, Glebe Rd

Connections to honeysuckle, interchange, and CBD are all poorer, the stretch near the brewery and ferry terminal [REDACTED]

Maitland Road, Industrial Drive, Turton Road.  
 All the main roads are dangerous to ride on and most of the back roads are dangerous due to interaction with traffic.

Access to suburbs beyond the CBD in particular Mayfield through to Islington would benefit from improved infrastructure to areas such as Beaumont St and Honeysuckle

Donald Street extension along Griffiths Road and from Selma Street to Stewart Avenue  
 The pathway alongside Ker Rai canal and stadium complex could be beautified. It wouldn't be hard to plant grasses or shrubs along it.  
 A marked crossing and signage is required for pedestrians/ cyclists cnr Curley Road and Denney Streets Broadmeadow  
 Beaumont St at Hamilton Railway needs to be more cycling friendly. Maybe a shared pathway one side of street?  
 If a cycle route is planned for Graham Road Broadmeadow, the road needs resurfacing and reduction in speed limit. There could be a shared pathway from railway station to the end of station car park. This would also assist pedestrians with baggage.  
 Ask the fish market to install bike racks.

Belmont to Eleebana.  
 Industrial Drive.  
 The Stadium to Mayfield.  
 Sandgate to Raymond Terrace.

tree lined routes such as FLT, Jesmond and Wallsend to Glendale need regular sweeping. They should be additionally swept after high wind events.  
 Section between Jesmond and Wallsend CBD is well past failed - pavement should be replaced.

The cycleway connecting near Wallsend hospital to Tramway track needs consideration, especially with the installation of the shared path from Glendale to Speers Pt, this would increase the length of usable safe track.

I would also like to see, lane marking or separation at the traffic lights at Howe St / Croudace Rd heading west, this has been a point of confusion for some drivers.

Another huge asset to Newcastle cycling connectivity would be the addition of a cycle path or widening of the road between The Outlook at Fletcher to Minmi, a lot of cyclists use this section of road and I repeatedly see close calls along this stretch, the road is a narrow, 70kph section with little shoulder.

Connection of east end of Newcastle via a safe continuous path to west end would be a start. Creating a safer route north through Mayfield, Sandgate and Hexham for road cyclists would be progress in my opinion. Linking the various cycleway segments with safe crossings and designated lanes would help rather than putting up signs and "beware of cyclists" warnings where the lane ends.

A15. this is a main road connecting wallsend to the city/beach and it is a smooth and direct road, which is normally great for cycling. I ride a road bike, so the shared path isn't a good option. There is a marked bike lane on this road, but the markings are not the entire way and go in and out. Marking this lane the whole way consistently (if you can't make this a separate lane) would be great. Also, bad parking is a big issue: cars are way more considerate parking if there is a line on both sides of the bike lane clearly demarking the lane. Ducking into morning traffic for a badly parked car is dangerous.

Also there is always a lot of debris, glass and rocks on the large shoulders of industrial drive, which would otherwise be a good bike route.

Scenic drive.

Hunter street.

Glebe road.

Fernleigh track end/extension towards Belmont.

Main arteries to other LGAs (Port Stevens, Maitland and Lake Maquarie), so people can ride to Newcastle instead of driving in.

Mayfield west industrail park and warabrook to the city needs something. People open their car doors on maitland road without looking, industrail hwy is a no zone and back streets of mayfield are poorly paved and not direct.

All of the inner city east of the pacific highways needs road routes and signage for road cycling. Industrial drive needs a dedicated verge with safe access to Cormorant road. Safe road egress to Williamtown and beyond. Maitland road in Hexham. The western end of Minmi road is unsafe for road cycling. Mountain biking in glen rock and Jesmond park needs so much work to deal with the surge in mountain bike usage as these sites are ideal.

Shared paths like Fernleigh, Islington park, Wickham are fantastic but not wide enough to accommodate the various groups using these spaces.

Racing road bike riders need to be managed, often treat these spaces like their own training grounds with no regard for anyone else giving the rest of us riders a bad name. We ride often, and can travel at speed but never when the paths are busy and slow down when passing others. Widening of some heavy use shared pathways.

Clear Route from the city to John Hunter, start of fernleigh. Repeat bike path along foreshore. Physically separated bike lane on main roads around hospitals and train stations leading into suburbs.

Creation of map to assist in route setting when getting around Newcastle.

Map to outline safe zones and ways to access bike paths.

Integrated cycle paths in Hunter street with the tramway. It appears to be not even considered as an option in the design and construction phases.

Industrial Drive needs more protected cycle zones.

The new Transport Hub at Wickham is another piece of major transport infrastructure that has not integrated cycling as a connective mode of transport. ( I seem to remember that was supposed to be in their design brief)

Along JHH, along lookout road/croudace Rd, it is very dangerous, very difficult to navigate . I'd like to see better connection to the north of here (to Westfield).

Blackbutt could be a good connection to kotara, but riding is not allowed through here.

And connection to lake Macquarie areas such as Charlestown?

More bike paths are needed to keep safe from cars from Lambton to Fernleigh track, and from adamstown to newcastle (to Hamilton then to Islington park and Hamilton to Newcastle west as proposed). I'd like to keep off road, away from cars, but there are some connecting bike pathways missing.

From JHH along lookout Rd to Carnley Avenue needs specific bike path made (not on road with cars) or one specific shared pedestrian/bike path through blackbutt. Then to kotara.

From Merewether/ Adamstown/ Broadmeadow to town and around town.

The changes to cycling in the inner city as a result of light rail and other works have been disastrous and need rectification. For example, much of Hunter St is basically unsafe for cycling - for a "smart city" the outcome is completely unacceptable. The issues in the inner city have also been exacerbated by the multi-week disruption caused by the car races and also development works along Wharf Road, where much public space has given over to developers without adequate alternatives being provided.

Prince street Waratah. The corner along Honeysuckle Drive that takes you from the road onto the cycle way it is a blind corner will improve once building is complete but not a good corner and the other blind corner near the Rydges. Signs to have awareness of keeping left for both walkers and cyclist. The cycle way along near Scratchelys and ferry can get very congested needs some sort of direction and the parking metre is in a bad spot to get passed narrow with pedestrians wanting to use the metre. I Generally use the road but a child or inexperienced rider wouldn't choose the road as an alternative.

The Bathers Way has increased bike usage from Newcastle to Merewether. This needs to be immediately connected to the other great cycle paths of Newcastle including a direct route to the stadium and Kotara and Wallsend and Glendale. The most important one that it needs to connect to is the Fernleigh Track via Glenrock. There was a proposal in 2015 to open the old Railway tunnels to Glenrock from Merewether but the same effect could be had with an elevated platform from Merewether to Glenrock, similar to the one at Elebana on Lake Macquarie. .Greater connectivity of all the cycle ways needs to happen immediately. The popularity of the Fernleigh Track is testament to this and with Lake Macquarie council announcing an extension to Swansea, it's connection to Bathers Way should be of paramount important in the Newcastle City councils list of priorities.

Darby Street from Hunter St to Bar Beach needs some sort of specific cycle infrastructure because currently it's either ride on footpath (technically illegal and annoys pedestrians) or road (constantly dangerous with parked cars, parallel-parking cars and not enough space for cars to safely overtake). Improved cycle access to Darby St. precinct would reduce parking demand on the area too. 19/20 times I end up driving there because of how unpleasant and unsafe the bike ride is.

Some cycle lanes or other infrastructure would be wonderful along Maitland Rd at Mayfield. Would be great if the Islington Shared Path, or even just a cycle lane was able to continue on from Islington Park into Mayfield.

Maitland road and Hunter St.

King St from Gordon Ave (where shared path stops).

These must be upgraded to separated cycleways- the lane is currently in 'car door' zone. I feel so unsafe I try and ride of the footpath.

Linking from Broadmeadow to Adamstown - riding across Glebe Rd is scary.

Riding on King Street.

Any lanes where I have to ride sharing it with parked cars and the possibility of a door opening.

With the implementation of the tram line and development happening along the foreshore there is now no safe cycle route all the way into town and the beaches.

The shared separate paths along Maryville and the Fernleigh track are so popular for commuting and recreation. Newcastle needs a shared path/cycle way separate from the road all the way into town for safe commuting and recreation purposes.

More cycleways that connect the western suburbs of newcastle with the coastline. off-road is really only via islington park/throsby creek/carrington and this is becoming quite popular, which is great but more options through hamilton, the junction and merewether heights should be considered.

The sections on Scott Street in the Newcastle CBD. It's not safe for cyclists.

Mackie Avenue and Jellicoe Parade, Adamstown. Lots of potholes and uneven surface.

Turton Road, Waratah just past the intersection of Griffiths road. There are always trees hanging over the cycle lane requiring cyclists to veer I to traffic in an already quite narrow section of the road.

Also on turton road where the cycle path abruptly ends in the middle of a traffic intersection.

1) Hannell Street between going from Mayfield to the City is a fatal accident waiting to happen.

There are parked cars on one side of the cycle lane (where drivers often open their doors to cycle traffic) and fast moving trucks on the other. I see no reason, given the width of the path and nature strip a dedicated cycle lane could not be built.

2) Bridges road is essentially unridable. It's quite difficult to get across from Adamstown to New Lambton via Bridges Rd. Would love to see some cycling infrastructure there.

3) Fernleigh track is great! But getting there can be dangerous. There's no safe way to cross St James Rd over to Park Ave. I've seen many near accidents there. It's unsafe for pedestrians and cyclists. I believe there needs to be a crossing with lights.

4) Mackie Ave is comically under maintained, it's essentially gravel at this point (cyclists call it the bone rattler). Would be great to see it resurfaced. The narrow bridge on Mackie Ave is also very dangerous.

Extension of cycleway from Scenic Drive in Merewether all the way into the CBD. Memorial drive (traveling North) is very dangerous as often there are parked cars, going up hills, and cars often doing faster than 50km/h, and NO marked cycle lanes.

Safer Cycle lanes to John Hunter Hospital.

Safer cycle paths on Lambton Road from New Lambton into Newcastle

There needs to be a completely separate lane

Along the Pacific Highway

Along Scenic Drive

Continue the shared pathway around the coast and up Strezleki round to Newcastle Beach

Pathways all need to be widened to become shared pathways

Cannot ride on Hunter St, so now need to ride on the sidewalk with Pedestrians so slows trip. Was an opportunity lost with the tram.

Darby St with its road surface and utility portals - too close to ride safely due to car doors opening, rough roads and busy drivers not looking out for bikes.

Foreshore near Queens Wharf - signage asks cyclists to get off bikes however cyclists especially those with kids need to ride on footpath near Wharf Rd, not safe to ride on Wharf Rd as drivers are generally looking for parking or sightseeing.

St James Road, Royal St, Lambton road and Howe st route between cycleways is by far my most dangerous part of my ride to work.

It was only 5 or so years ago a roundabout was put in Royal Street; roundabouts are dangerous for bicycles.

Additional pedestrian refuges were put in however they push cycles into the lane of traffic horrendously unthoughtful design for bikes.

Honey suckle/around town. Hunter street. Darby street.

Access to Mayfield on the northern side. Industrial drive has good potential but the bridge is too risky despite the speed changes, and due to debris there is tyre puncture and safety risks. The city is a tragedy, particularly give the terrible conditions in Honeysuckle right after the deaths in the city and absurd design outcomes in Hunter Street.

Hunter Street mall, the roads with the light rail, queen's wharf area where cyclists must dismount, around the Newcastle interchange, the cycle path that is currently blocked on honeysuckle for the apartments being developed (not sure if this will eventually reopen), Darby street. Also something needs to be done on the road that goes around the Anzac walk as bikes often hold up drivers on the hill and I am worried about drivers getting angry towards bike riders here.

Absolutely: From Newcastle west to the beaches. Honeysuckle Drive and King Street are busy routes, and Hunter St/Scott St is single lane or shared with light rail - not to mention the fiasco near Pacific St. The shared path from Worth Place to Watt St is too busy with pedestrian traffic to be a feasible cycle route

The crossing of R6 at Maud St is quite difficult. Approaching the intersection from the south east along Prince St, cyclists need to cross to the sidewalk on the opposite side of the road to cross Maud St, which is risky when cars can turn left from Maud St onto Prince St. The same is true when approaching from the north west. The pedestrian island on Maud St is quite narrow, and when 2 or more cyclists stop at the island then it's crowded and dangerous.

The cycleway that bisects National Park near the netball courts is paved near Union St but turns to dirt after the bridge over the drain. It would be better if this was paved the whole way.

Cycling along Parkway Ave near Bar Beach is difficult due to the limited space for riders. Perhaps

an alternative route from the Junction to Bar Beach could be suggested, or perhaps a shared path could be put in the median.

It's unclear where cyclists are permitted within King Edward Park, so improved signage or road markings would be good.

any route connecting major centres eg Cardiff, Charlestown, the Uni to Newcastle.

Existing cycle ways need separate and or wider lanes for pedestrians and cyclists eg Fernleigh Track, the Islington to Newcastle shared path

This will encourage more walking, jogging AND cycling

Prefer more off-road cycle ways to be built

There are few good (safe, flat) ways to go from New Lambton for example into town, the Uni, Charlestown, Kotara shops. They all have mostly onroad components.

The car is still certainly king.

Hannel St Wickham, Wharf Rd Honeysuckle, Donald & Parry Sts Hamilton -- the space between the parked car and the road lane is very tight, sometimes non-existent, I'm very wary about car doors opening unexpectedly.

Industrial Dr intersection approaching Maitland Rd (westward). the road narrows with no shoulder, making it quite dangerous for cyclists as vehicles are keen to get across the intersection.

Minim Rd lacks adequate shoulder for safe cycling between Maryland and Minmi.

Road marking on Howe St near Durham intersection are misleading, as the bike lane is cancelled out by the left edge marking of the road lane.

Cycling up Memorial Dr from Cooks Hill, there is no marking for a cycle lane. Using the footpath proved to be impractical as it was often broken and didn't offer ramps at all road intersections.

Linkage from Fernleigh to beaches.

Linkage between hubs such as Hamilton, junction and cooks hill

Fernleigh cycle track off road that goes directly into town, harbour and beach with access to Hamilton, Islington, Wickham (exit points), Better access to Ferneigh via Glebe road (currently very unsafe to cross), a separated track along Glebe road through to The Junction / Merewether.

Everywhere in the CBD area (thoroughfares from Newcastle West to East, and from the city through to the Junction and Merewether). Some cycling routes are good in parts (such as on parts of Honeysuckle through to Tighes Hill for example) but then just peter out on the middle of a busy road, or there is no safe connection point from street to shared path.

finding connecting paths from town to the uni

bike lane on city road/Pacific highway

bike path from Islington into town - very uneven

bike lane scenic drive

Industrial Drive - there is so much rubbish (rocks, wood, etc) in the very narrow cycle lane that you end up having to go into the traffic to avoid it. Also, lighting on Parry and King St into the city is awful with the lights out all the time and early in the morning it is pitch black. Monitoring the roundabout at Honeysuckle near the Forum on the West end as NO ONE signals to turn left coming from the East.

- i) There are very rough parts on a number of routes e.g. Mackie Avenue (R4)
- ii) The crossing at Maud Street on the R6 is downright dangerous.
- iii) rerouting the cycle way on Carrington Pde so that it avoids steps and riding down part of the road in the wrong direction!
- iv) finally completing the cycle way on Honeysuckle Drive
- v) Improvement to cyclist safety on Scenic Drive

Hunter st  
 Safe cycle path to uni  
 Cycle paths to Merewether and bar beach  
 Cycle paths to high schools (Newcastle High)

The area around queen's wharf, there is no safe path in this area. The shared path along the waterfront is a dismount area and congested with Cafe tables and pedestrians, the path behind the restaurants is dangerous with doors opening and there is no marked cycle way on the roads. The waterfront shared path is pretty much not safe on a weekend due to pedestrians stargaring and ignoring bells and not keeping left exasperated by those on phones and headphones, more signs and lane marking would improve this considerably.  
 The pathway between throsby creek at the lights at Wickham next to the holden car yard through to Islington needs lighting to make it safe to use at night

Cycling parallel to light rail, especially at east end. Cycling in the CBD generally does not feel safe and would be great to see physically separated bicycle lanes available on both king and hunter st. Cycling from some suburbs into the CBD is good e.g. Tighes Hill, however others do not have safe or direct routes, which is a big turn off for people.

Scott st, Shortland esplanade, Griffiths rd, bridges rd, Northcott dr, Turton rd, carnly ave, pacific hwy from Glebe rd to Madison dr.

Howe Street in Lambton - remove onroad parking and install a dedicated cycleway.  
 Western Newcastle Hunter St. Progress with the streetscape masterplan.  
 Eastern Newcastle gaps in network. King St is not safe.  
 Adamstown gap from Fernleigh track to Newcastle  
 Maitland road or Mayfield in general has no dedicated cycleways.

Scenic Drive (Finish Merewether Heights to Fernleigh Trk-safe access), Wallsend to Newcastle cycleway (Improve safety of Showground to city & Croudace Rd to passed New Lambton pool could have more signage ), Solar or Wind generated lighting(Esp.For shared path Off Industrial Drive to Tighes Hill & the Fernleigh track & Jesmond Bushland to Croudace Rd cycleway or at least use those types of phosphorescent lights like the 1's on the side of Fernleigh Trk near Redhead )  
 More bubblers & public toilets everywhere(maybe think about designs that are vandal proof),  
 Maybe lighting on dangerous bends even if the whole shared path is not lit. I have come across pedestrians at night with no lighting & dark clothes on The Fernleigh Track. I also thought if you were to get workers to use the Fernleigh track it is counterproductive to have them to slow down on busy parts of the day for families with kids on small bikes, dog walkers, the elderly etc so a bike highway would be great if at all possible

Separated lane on busy main roads, eg. Darby st, Fredrick st, memorial dr, King st.  
 City road

Separation of walkers from cyclist on busy sections of the Fernleigh Track, Bathers Way, Throsby Creek and Honeysuckle Drive. Vancouver , Canada does this very well.

Cycle way along Carnley Rd.

Continuity of cycleway along Lookout Rd from John Hunter Hospital towards Charlestown. e.g cycleway disappears wrong Lookout Rd and McCaffrey Drive intersection lights. This happens in many parts of Newcastle where the bike lane disappears abruptly and riders are forced back into traffic.

From Mayfield into town - Maitland road, Hunter and King streets are very unsafe and would benefit from reducing car lanes to add protected cycle lanes. Starting from the upgraded Waratah train station. And also Mayfield to Broadmeadow/Hamilton, same recommendations as above for Turton road and Newcastle road.

Hunter St

Hunter St Mall to Newy Beach

R1 Fernleigh to City

R6 Islington to Mayfield

City - Darby St - Bar Beach - Junction - Mereweather

Queens Wharf bicycle bypass

Honeysuckle/Wharf Rd - bike lane as the waterfront shared path is increasingly getting too busy

R5 Ironbark Creek bridge and path past road access to shopping center

Wickham via bridge to Carrington cycle ways

further connections between suburbs

Richmond Vale Rail Trail

Extension and linking of dedicated cycle ways to fernleigh track. Current cycleways from Adamstown to Broadmeadow, beaches and city are inadequate. Fernleigh tract should be connected to city with dedicated separate bicycle lane. Adamstown and Merewether trails need dedicated separate lanes. Scenic drive has a cycleway but due to the traffic on this road it is unsafe (as seen by cyclist dying in last 12 months). This needs to be upgraded or an alternative separate cycleway developed down Yule/woodson).

Main arterial roads in and out of the cbd: king st, Darby st, hunter st, parry st.

There are many on road, marked lanes, but they are poorly connected together and many bottle necks. Connectivity, signage, and access all need to be improved.

Honeysuckle sucks at the moment with all of the construction.

I find it frustrating that cycle paths seem to routinely be taken over by construction projects such as the apartments being built on the waterfront at Honeysuckle. And there are inadequate alternatives offered (ie two directions of cycle traffic and pedestrians are forced to use the existing narrow footpath).

the useful ones to shops and high population

The more cycle friendly the more people who will visit these areas. Be it locals or tourists.

King street. Pot holes, bumps and parked cars force you to move outside the lane frequently into passing traffic.

Bit dark at night along Throsby Creek, Maryville

No. The whole network needs an upgrade.

Generally think that the shared paths and off road cycling routes are quite well maintained. thank you.
R1 - separated cycle lane in Dumaresq Street needs street lighting installed on the race course side, it's pitch black at 5pm during winter
Darby Street
The road crossing at the southern end of Fernleigh Track is highly dangerous in it's current form. Please resurface so bikes and pedestrians can walk across safely without risking injury.
Fernleigh Track into the city
The cycle route from Mayfield through Carrington to Newcastle Beaches needs to be improved as the current cycle ways have been changed and alternate routes due to the construction works happening. Prior to this the cycleway also cross an old railway line as well and the amount of debris on the paths needs to improve as well.
Connecting the Fernleigh Track to the CBD
Islington to Honeysuckle needs to be restored.
Stockton
Yes along King St, heading east from National Park St to Steel St. Road has been resurfaced, but no designated lane for cyclists and car parking
Stockton . Have to ride on road and cycle way left of ferry not maintained very bumpy and to narrow as a shared path
Maitland Rd, Mayfield - I have to travel quite a bit of extra distance through Islington to avoid busy Maitland Rd traffic.
Adamstown to Broadmeadow Station
Any sort of a decent bike route between Newcastle Interchange and the East End would reflect that someone is serious about promoting Newcastle as a cycle-friendly city.
Kings Street cycle path inconsistent with Building construction and lines being removed
Ncle Harbour to Swansea
Linking of all existing paths
Unsure if this is the purpose of this survey, but Glenrock is VERY highly utilised by both walkers and mountain bikers currently. A lot of trail maintenance is required (rutted/eroded sections and weeds etc). I know Glenrock Trail Alliance have maintenance plans and are in discussions with NPWS. I think there is likely an opportunity for NCC to be involved to push a better outcome for all users of the area.
The quality of the roads between the university and Mayfield are pretty poor for cycling
Getting into town from just about anywhere.
Furnleigh track needs resurfacing in lots of areas due to splitting
The bike path through Wallsend is quite rough in parts. The path in front of Mac Donalds is particularly dangerous - There should be a stop sign for motorist.
R1 crossing at Adamstown rail gate Glebe Rd. Crossing Brunker Rd and cycling into town past race course
All routes where cyclists are expected to share the parking lane with motorists. These are dangerous spaces with opening car doors forcing riders into the traffic lane.

Cycling should be a safe, fun activity for all ages, yet there is so much improvement on our cycle paths, roads I think the overall cycling routes need an overhaul. This is a time during COVID-19 to do this. Improve all cycle routes, include cycle traffic lights and have it ready for when we start to resume activity.

The designated cycle-ways are generally well maintained, however a lot of road riding is necessary to connect with cycle-ways, for people like myself who like to ride long distances.

Complete the loop from fernleigh track to wallsend and around. It will be great to see some cycleways heading out west.

See earlier text

Not that I can think of

Fernleigh track needs extending and upgrading.

It would be nice to link the cycle route between the showground and the TAFE. Is there some way the gasworks redevelopment could include a shared path?

The cycling route in and out of Newcastle

The main ride down the beaches needs to have dedicated cycle way. Most important is enforcement of meter matters.

A natural link from the adamstown area to the city would be great. At the moment unless you are an experienced rider it's a long ride to get to the city on cycle routes

Most of the on-road cycle lanes seem to be neglected and left with potholes, cracks and random rises

The FLT between the tunnel and Burwood crossing. The concrete repaired section.

Newcastle CBD to UoN Callaghan Campus

From Hexham west towards Beresfield.

Not really upgrading, just extending further and joining up some longer loops. More room means less congestion

Separated cycle lane near along tram line

Glenrock.

The whole off the Pacific highway (Stewart Ave). Particually between Hunter and Hebburn. Very danagerous. Particually heading south past King St when the cycling path suddenlyly just ends

Cycling access to the Hunter St Mall from the West and south

The little link between the city through Islington park and the University & John Hunter & Kotara & Waratah. If there was a joined safe path along chin Chen st, Clyde st and Scholey sts that would be great.

Fernleigh Track, metal lane narrowing frames need to be painted in flouro green rather than red & white tape

Tram route is unsafe for bikes

A proper cycle way from the CBD to the Fernleigh Track

Fernleigh track

Newcastle Road in Hamilton from the Donald st bridge across Aldi there are too many cars and caravans parked seemingly permanently in bike lanes particularly this caravan needs to be made

to move as there is no way to get around it and motorists are unlikely to provide space for a cyclist to merge during peak hours.

This caravan should be parked elsewhere.

Yes the access to the bike/walking path at the corner of Jellico parade new lambton is right on the corner and visibility of oncoming traffic when crossing to the Bike path is limited

R6 route between Islington and the University includes a lot of unseparated road sections. This should be upgraded to separated cycle ways

Not particularly for the routes I use regularly.

The tram tracks have become a danger, turning right near the mall almost killed me when I had unknowingly crossed into the middle of the tracks

NCC could work on connecting cycle ways/routes , that are interrupted at the moment, thanks for your work in this area, great importance to the physical and social environment of Newcastle, regards Glenn

the cycleway from Jesmond Park roundabout to university needs serious upgrading. The start at Coles street is a permanent hazard with kerbside bins and rubbish dump. The crossing with Robert Street is hazardous with aggressive motorists stopped on the path of cyclist. A proper hump speed with marking and sign to clear the way when waiting for access to the bypass would be great. Drainage at the Heaton School is very poor.

Between Throsby Creek and the Wallsend Track near the Regal Theatre there is loose rock and narrow foot path (not proper track).

Steel St between Hunter St and Marketown. This street is used by many cyclists leaving work from Honeysuckle (and shop).

- 1.The road is in poor condition which means cyclists have to choose a path carefully, often in the middle or right side of the lane.
- 2.When it rains the drain in front of McDonalds fills to the middle of the road. Cyclists have to move to the right of the lane to get through it - both hazardous and the same result either way - dripping with muddy water.
- 3.The green light across King St changes quickly - cyclists staying behind cars stopped at lights can't start up as fast as a car and hold up traffic so that few cars can get through (=angry drivers). If cyclists move up the inside to the space, out of the lane, at the front, they are also abused (like it's a race!??). Cyclists have to decide which type of angry driver is least likely to react dangerously. I realise this is a narrow street but a designated bike lane is needed to improve traffic flow and safety.

It makes no sense to have a cycle path and then have it merge with car traffic at junctions etc. That's where it's probably most dangerous for cyclists.

All signposting needs improving so you even know where the cycle ways are.

Most streets are bike routes, if you use bikes for transport, so I don't get the thrust of the question.

Dumaresq St. I told my family, if I get hit by a car, it will be on this street. So many near misses going east. Not enough room. Cars back out of their driveway all the time. If there is a four wheel drive parked on the road, and a bigger vehicle trying to pass, it's hell.

Fernleigh track to Newcastle West  
Adamstown heights (city road) to Nobbys

Too many to list

It seems as though building development can close a functional cycleway in an instant  
The honeysuckle development has closed the shared path that went adjacent to the harbour for at least two years now and the alternative is not conducive to encourage people back onto bikes. It would appear that the shared path will not re-open for a further year or two.

the cycle lane along the main road to maitland is frequently covered in glass, rocks and traffic debris. Extend the Fernleigh to link up with Warners bay tracks

Most on-road areas require maintenance or upgrades. Most off-road cycleways are fine.

Adamstown Fernleigh Track to Newcastle needs a designated cycleway

None attached to a road

Newcastle to Kurri corridor on old railway

The route across the stadium/showground area is a bit convoluted.

CBD routes

All of Newcastle.. if you want people to stop bringing cars into the city you need to make it safe that is crucial..you need to look at most cities in Europe ..

Fernleigh to Newcastle. Needs more separated bike lanes. Too many on road painted bike lanes

All the green painted ones next to cars.

Glebe Road from New Lambton to Bar Beach and along the beaches.

I think there should be a route connecting Merewether/The Junction and Newcastle CBD with a designated cycling lane particularly along Glebe Rd/Darby St.

Morgan Street Merewether - a busy commute route linking Merewether Heights, Merewether with The Junction, Cooks Hill and the CBD. The shared path along Railway Street is the only safe section - impatient motorists continually cut-off cyclists on approach to the roundabouts along Morgan St.

cbd

Absolutely, the Hamilton to Throsby Creek route via Hamilton Station. This is the safest and most beautiful cycling route from Hamilton to Newcastle CBD but the section on Beaumont St between Donald St and Maitland Road is terrible. Each day I cycle that section I fear for my safety. It needs to be more cycle friendly.

Intersection of Melville St and Bruncker Road as popular cycle route both sides of Bruncker Road

Most of them

King Street - approx outside The Edwards in Newcastle West. There are roadside shrubs that encroach into the bike lane and whip cyclists every time they pass.

Numerous areas need upgrading - both on road and shared paths. There are very very few examples of good cycle routes around the city.

All of them

A clear, dedicated path between the Fernleigh Track and the Newcastle CBD. All roads need regular street sweeping from debris on sides.

Existing defined cycling routes are ok. it's the missing links and unsafe intersections that require attention

Up Scenic Drive from Merewether baths to Hickson St.

Riding in the inner city is terrible since the light rail upgrades. I like the upgrades but cycling wasn't thought about. A real shame. I currently just walk my bike once I get to the inner city area, but this is inconvenient.
Hunter Street from East end to at least the bank corner
Yes...around queen's wharf
no
Fernleigh track still requires fencing repairs from 2015 storm
They all do.
fernleigh track needs remaining cracked tar repaired
I ride to uni from the city and the part where the cycle way crosses Maud st is an accident waiting to happen. Incredibly unsafe. Are regularly yelled at and drivers pass very close to it intimidate me when I'm riding on the marked bike lane.
There is no bike lane over the Stockton bridge. It's not practical to walk up and down 2 flights of stairs at either end and negotiate the rough concrete slabs up the middle. Trying to go over on the road is death waiting to happen. Is there room to put a physical barrier lane on the road?
University to town. Very unsafe!
Connection between end of the Fernleigh Track at Adamstown and CBD
From stockton breakwall all along mitchell st up to corroba oval
Carrington to nobbys beach needs a separate bike lane
All of them
Glen rock. Atleast some toilet facilities and parking , given the number of daily users. Anywhere else this would not be acceptable.
Prior to COVID-19 I was getting very worried about longitudinal cracks appearing on the Fernleigh Track
Require a dedicated cycle/pedestrian bridge across Styx creek @ western end of Islington Park parallel to Maitland Rd thus safe connection into Tighes Hill , TAFE & Mayfield East
King Street - the marked cycle way puts riders in danger of being "doored" by parked cars.
There needs to be better connection of cycleways
It would be advantageous to extend the existing shared paths from Broadmeadow to Kotara through to Charlestown Square.
From Lambton into Newcastle route needs to be made more clean, improve road markings signs and make it more direct.
Fernleigh Track is too narrow
Route on New England highway / Maitland Rd to Maitland from Newcastle (to access Iorn and bolwarra Morpeth hunter valley area) requires improvement
The Howe St cycleway (Lambton) includes a stretch of unsafe road, between two great cycleways. Improvement here would allow a safe route all the way from Broadmeadow to the uni.
I ride a lot at night to my boi's house. [REDACTED] [REDACTED] Please upgrade.

Would be great if Port Stephens council could be convinced to work with council and to extend the path north of the Stockton area.
Lights on cycleway from Brickworks to Newcastle uni, this is a socially dangerous route
Same as below
Intersections around newcastle TAFE islington
The eastbound section of Scenic Drive between Yule Rd and Woodward St has a 50m stretch where traffic is forced to slow, or more often– pass very closely. It needs a wider shoulder.
Where the Wallsend cycle way crosses Tillie st. Coming home in peak hour very hard to get a break in traffic to, cross road. You find yourself trying to duck across in small gap between cars.
Many of the on-road sections that are in the shoulder of non-guttered roads have loose gravel which can cause loss of control - they need to be cleared regularly, especially after rain.
Connection between cycle paths, too often you need to use busy roads to connect the cycleways
The COVID boom in cycling highlights how behind the times council authorities are and can only assume that next to know councillors cycle.
Yes. The Newcastle route to Nobbys.
For me the sections between wallsend and the city. Seperate, Specific paths along major commute routes. There are good leisure paths but major routes to work are basically just busy main roads
Wallsend to town
Maud st, the bridge has no feasible way across other than the traffic lanes, and visibility is poor over the crest of the bridge. There is no alternative to Maud st and specifically the bridge.
No
very few routes of the routes are of a standard that are continually safe (other than the fernleigh track) so all of them
Between Teralba Street and the Fernleigh Track in Adamstown the route becomes very dangerous to around Adamstown Station and the roundabout at the beginning of the track. All around Kotara Westfield is terrible for cycling. The official shared path past McDonalds and the Homemaker centre is crossed by too many driveways where drivers aren't expecting bikes.
Connections are poor all over the city.
Throsby creek
Hamilton East and Newcastle West. Riding around these areas requires crossing main roads and sharing busy roads.
More tracks are required
Connect football stadium Broadmeadow track to Islington Park to complete the long safe corridor
Corner Stewart avenue and king st. Cycle way ends into busy road
Adamstown to Newcastle
Newcastle city to Hamilton
No
Connecting the Lambton shared path (that runs behind the stadium) and the Throsby Creek shared path. The section through Hamilton North, especially at the bend at Clyde St and the Clyde St railway crossing is quite dangerous. It is also a shame that two of the best bicycle routes in Newcastle aren't connected.

All of glenrock
Around tight's hill TAFE intersection before railway gates
Fernleigh to charlestown
The shared path between the Jesmond roundabout and University of Newcastle should be cleaned, as the leaves/sticks from the trees can make cycling on a road bike very unpleasant
Yes. Connecting the Adamstown end of the Fernleigh Track better to other proper cycleways into Newcastle CBD.
Separate bike lane along the foreshore (NOT A SHARED PATH)
King St cycle lanes might as well not be there. The car parking adjacent is too narrow and cars are constantly halfway across the bike lane. Busses also seem to disregard the cycle lane completely.
The cycle way along the Newcastle foreshore is disjointed once you come to the queens wharf brewery area. If you stay on your bike and go the southern side of the building it is narrow and dangerous with waste bins often littering the ground with broken glass which leads to flat tires. The northern side is through the bars and cafes overlooking the harbour. Neither way is suitable.
In town to John hunter hospital.
I can't see any flow from Newcastle beach to Glenrock state forest or to kotara to get to fernleigh
from Nobbys to the end of the lighthouse
Queens wharf area. No clear space for cycling through this area.
Inner city is extremely dangerous
Wickham where parked cars protrude into the bike lane.
Fernleigh track extension to Swansea ASAP
Throsby Creek between Hannell St and Lewis St. Needs lights and widening. Really important thoroughfare to connect Islington / Mayfield to the City, but the path is not usable for commuters or recreational cycling in winter (it's dark and feels dangerous)
The shared path to Donald St is a joke and should not be considered as cycling infrastructure.
Obviously at the moment the link between city and Maryville but once that's opened up will be beautiful
Jesmond via Showgrounds/ TAFE via Islington to Newcastle.
Hamilton to Newcastle
The Fernleigh track is becoming more and more popular so much so that it is way over crowded and not wide enough to accommodate all the people especially since covid has brought extra traffic. Everyone believes it would be much safer if the fernlegh was widened to have a designated walking land and cycling lane in each direction will dramatically reduce the number of accidents and near misses that occur every day. Look to the Netherlands for examples. Thanks Declan Irvine
Anywhere near light rail and city needs improving. To have several people die and others seriously injured in this area is totally unacceptable and negligent.
Very disappointed about construction of light rail with no consideration to cyclists
Mainly the main roads
-Throsby creek from Hannel stbridge up to Islington park Needs lighting for night cyclists & pedestrians

Anywhere that is not a separated bike lane needs to be separated. That wouldn't need to be done if drivers had better training.

Routes from Charlestown to Callaghan. Specifically through waratah, going from the stadium past waratah village until meeting the shared path near Lorna street.

the fernleigh track needs extending to merewether.

Almost all of them. Our cycling routes are not perceived as safe by people who would ride, but are afraid to. These are actually 69% of all non-riders! The reason for that is that they are insufficiently protected, and lack interconnection.

No

Connectivity all around Newcastle doesn't mean pushing cyclists onto the road where cars are parked and for us to be easily doored

The route from honeysuckle drive to Marketown (shopping centre) could be upgraded! Now I feel sometimes not safe at all to ride on the road - including the traffic lights - with cars.

The part of R5 just south of McDonalds stadium could be maintained a bit better. Good to see that between Boradmeadow station and R5 a cycleway is proposed. There are a lot of overhanging trees which make it difficult sometimes to cross the road.

Uni to the CBD doesn't feel like a unified route but is rather piecemeal

Connection between Fernly Track and foreshore

The southbound connection along Scenic Dr between Hickson St and City Rd.

The bike route from Newcastle to Newcastle Callaghan campus.

Very happy with cycle ways development and would like to see more driver awareness

Merewether to CBD

From Merewether to John Hunter Hospital / University (Callaghan) via Jesmond Park, the conditions of the back roads and cycleways are in very poor condition with the exception of Jesmond park.

Getting through Mayfield on Maitland road is a death trap it would be great to see a cycleway to go through there.

From the University to the in town campus should have at least properly marked lanes the entire way, if not dedicated bike paths.

Connecting the Adamstown side of the fernleigh track into town

Bike lanes on industrial highway and Hannell street are littered with road debris, street sweeping could remedy this issue

Need more dedicated cycle ways. Fernleigh need to be completed through to blacksmiths

Along the harbour - and all routes that go from west to east

From Stewart Street along Hunter St, heading East, to Civic Theatre - either wider footpaths or better road surface.

Along Parkway Avenue going toward Union Street and the beach there are potholes and bumps of asphalt on the skinniest in road track. Union Street going towards Hunter Street it's a death trap near Newcastle Grammar, footpath very narrow and surface uneven for riding.

Linking more cycleway together would be great. Finding a way to get from the Charlestown area to John Hunter hospital without using major road arteries would be awesome too

East end Newcastle Scott/Pacific St area. This is farcical.

I believe two routes would make a significant difference.

1. Stockton to Newcastle airport,
2. between Adamstown train station to the take. This connection would realize a non-stop cycle way from Belmont, throsby creek, honeysuckle, foreshore and bathers way.

Industrial drive  
Pacific highway

It would be fantastic if the fernleigh could be connected to the Throsby creek track by a separated bike lane. Also if you could get from university of Newcastle, Callahan campus all the way to the city via a dedicated cycle path.

Connections between existing cycling paths need to be made. Ie, Hamilton cycle way just ends

Shared paths have become very congested during the COVID 19 pandemic. With lighter traffic it's better social distancing on usually busy roads.

Most on road marked bike paths are dangerous due to car doors opening into the bike path.

A cycle route that shadows the light rail track, as a commuter route.

Plus I'm looking forward to Honeysuckle foreshore being re-opened to public use.

Into the city. Separated bike lanes. No cars or pedestrians allowed

Fernleigh track to Newcastle CBD. All of the CBD in not cycle friendly

A cycle way that was promised next to the tram line?

A cycling facility such as a decent and large criterium track and a new velodrome.

A safe place to race for the local cycling clubs.

Kooragang sadly had a death last year at racing and the traffic management plan has been lost.

Hunter street or some other cycle way to get through town safely.

Access from fernleigh or other places to Newcastle beaches, instead of only rmain roads eg. Glebe rd

Hunter a d Darby sts

Link into town from fernleigh is a bit disjointed, the path out to mayfield along the main need is in dire need of maintenance

Fernleigh track and Glenrock mtb park. Fernleigh needs upgrades to cope with the increased cycle and foot traffic. Glenrock mtb park requires funding to provide for the growing community of cyclists and walkers who come from all over Newcastle to use this area.

As noted before, the connectivity of the cycling routes needs considerable planning and re-work (including thinking about how to link specific cycling/shared tracks to each other in a safe and non-disruptive way). For example, from the end of the Fernleigh Track at Adamstown towards town: the track ends and the route enters reasonably busy roads, with no real connections to town or the beach.

Lights along one stretch of the shared path into town from Mayfield - between Lewis Street and Hannell Street along the creek.

Traffic signals at the upgraded intersection behind the TAFE at Tighes Hill (Chinchen & Clyde Streets)

Throsby Creek cycleway.

Honeysuckle route is an absolute nightmare with constant unsafe changes during lengthy roadworks.

There is limited cycling lanes to and from the city i.e. coming along Honeysuckle drive, yes there is the path next to the water, but the road needs to have a lane/room with cars.

Currently the bike path situation outside of Raw energy, heading in an Easterly direction along Honeysuckle drive is extremely dangerous as the path should not be currently open with the unfitted paths for pedestrians and current road works in that area.

Connection between the end of the fernleigh track at Adamstown and the City i.e. Honeysuckle

Cracks are developing on the fernleigh track near the kahibah power lines. The throsby creek path should be extended into mayfield, so a large population suburb can safely cycle into the city.

Glenrock, kahibah, Dudley

Clyde Street Hamilton Nth. Intersection at TAFE is dangerous and too many parked cars mean you have to ride in traffic.

Definitely!!!! There needs to be an allocated cycle way either along hunter street or king street into town. Currently ride the wrong way up one way street hunter st mall in order to avoid tram tracks on hunter st

Darby and hunter.

The city needs dedicated bike lanes, riding around the tram line is too dangerous.

Cycle to the university crossing Maud Street - it's extremely dangerous. There is no shelter mid lane and little vision for fast approaching vehicles from the north.

Cycle lanes with parked cars on the left DO NOT work. You need to assume a car door is opening and cars often park well over the line. They are traps. Parked cars and cycle lanes don't mix.

Could you PLEASE resurface Mitchell St in Merewether, it is a DEATH Trap, i ride to work, my boys to school at Newcastle high. This is an extremely busy road, the edges are absolutely in need of upgrading. There are large holes where the patches of road has worn away. You could easily go over if you hit one on the wrong angle. This stretch is used by a lot of bike riders who go to Townson, or going to the Junction public school or Newcastle High - very busy thoroughfare. I have written to the council numerous times about it. Also can you please put a No Standing sign out the front of Anera Hair Salon in Mitchell St. This is opposite a very busy cafe and people are continually parking illegally here to either go to the hair salon or to the cafe. You cannot see when trying to turn from Nott St to Mitchell and this is a busy thoroughfare of bike riders going to Holy Family school, the beach and going to school. A child will be hit as the cars speed up Mitchell st and kids may get hit

Cycleways leading into the CBD, such as Islington to Honeysuckle, need to be expanded and connected with routes in the actual city.

Routes to and from Newcastle. Cycling is a distance sport so cycle lanes just around the inner road only help commutes.

To and from the RAAF base really needs attention as so a large percentage of Newcastle are defence and would ride to and from work if safer.

Darby street !!!!

The breakwall

Moving east west through the city is a nightmare. Honeysuckle used to be safe and the best but it is all construction now

Between uni campuses, bike track along rail corridor needed.

The Fernleigh track stops at Adamstown. Be great to have a connection to Newcastle for those of us who commute in.

Road near Lambton that connects to bike path is ridiculously bumpy and physically hurts to ride on it let alone damage to bike!

The area around the foreshore EG King Edward Park to Honeysuckle/Wickham needs to be fixed. The shared footpaths can only work if the lanes are clearly delineated. Further, except for when I ruse it, I have never seen a bike in the bike lane between Newcastle Baths and Nobbys. Bikes continue to use the shared footpath in BOTH DIRECTIONS

The area around Clyde st and the Railway gates is critical to linking the inner city from Islington park to the cycleway near the show ground and is very poorly planned and maintained. Parts of the cycleway that link Maryville to honeysuckle have no lighting at all making them very dangerous. There is also poor linkage to mar and Merewether.

We need a better connection between the Fernleigh Track and the City/Beaches.

Honeysuckle Drive - Reinstate cycle lane markings

Around Honeysuckle has become terrible with the construction that has taken place. No signage to indicate where cyclists are supposed to cross road onto shared path.

There are some excellent cycling paths in Newcastle. Unfortunately some end or are joined by unsafe sections of road. There are back roads with unnecessary stops signs that interrupt cycling flow. It would be great if Newcastle could prioritise safe and continuous cycle paths.

Anything on shared roads thru'town

Travelling back and forth Hexham. Shamrock st. Crossing should still be open so cyclists can ride the gravel road and avoid hexham. West side of Hexham is a deathtrap and council has done nothing, negligent!

The route into the city, from the end of the fernleigh track, and from new Lambton into the city. This will ease congestion in the city, enabling more workers to commute in.

My God yes.

Finish the loop in Stockton. Brilliant shared facilities all the way from Port Stephens Council at Fern Bay down the west side off Stockton to the Ferry Wharf in the south and onto King St. However that's where it ends with a large patch of gravel at the end of a down slope. Poor connection to the highly utilised PON breakwater walk.

From the breakwater north there are few footpaths, shared pathways all along the beach to Corroba Oval.

Common sense would say that there should be a connection from the beach to the current great bike path in North Stockton. Boy would the loop get some use.

The Stockton Beach facilitates should mirror and be an extension of the Bathers Way. Just a ferry ride connecting them and some works - temporary leading to permanent along the beach, Pitt, Mitchell and Meredith Streets to connect with a short new shared pathway from Fullerton Street to the current bike path.

Flat cycling and walking scenic heaven.  
Please.

All mountain bike parks. le Glenrock

Lake Macquarie. It is virtually unusable for bikes during busier times, in part because it is too narrow in some sections.

Also, Hunter Street with no designated bike lane is extremely poor.

Adamstown to city/ ferry

City-mayfield-Hamilton- Broadmeadow-Fernleigh

And

City-university

They all need to be better connected to make the dangerous on road sections safer.

The cycleway (shared path) along the foreshore at the Brewery needs to be upgraded. Having a sign that states "No Bicycles" for a section of a shared path is not great. The alternate is to ride around the back of the brewery. There are several polls in the way which makes it difficult to pass on coming riders. It is also difficult for children to navigate.

A cycle access route should be set up in King Edward Park. The gate at the top of the rose garden is often closed when cyclists are riding. To pass you have to navigate a small section between the gate and a kerb.

I use the R6 daily and it is a lovely route, however the trees and grasses along Throsby creek need to be better maintained. The bushes, grasses and trees are impeding the pathway and make it tighter for passing and shared use. Also the timber warf pedestrian bridge under Hannell Street has taken a few tires from me with the protruding nails. It would be nice to see it converted to a smoother finish like the work on the Mangrove path at Carrington.

Better east-west options. There is no option from my suburb (Rankin Park) into Newcastle. Enhancing Croudace/Charlestown Rd, opening up a channel through Blackbutt, improving McCaffrey drive.

There should be dedicated cycle tracks on the proposed strategic corridors. Otherwise they really don't meet the need in my view. Example, Adamstown to the city.

better linkage between paths

better cleaning/sweeping and trimming of greenery around paths and road edges generally

On Fernleigh the speed humps at road intersections could be increased in size.

I think large groups should not be allowed to ride on tracks like Fernleigh.

There are a few bad sections such as near Faull Street.

Hunter or king. How is it that the main road in or out of Newcastle is almost impossible to ride on?

increase in separated cycleways on Maitland Road from Islington Park

honeysuckle upgrades are important as well

<p>Between university and wetlands Because of high pedestrian traffic, bathers way is hazardous. Wallsend / edgworth to spearspoint. Please a specific cycle way around the back of Queens wharf,hotel.</p>
<p>There should be dedicated cycle paths throughout Newcastle, for example to the University, linked to public transport, markets, beaches, parks.</p>
<p>Maryville to Nobbys- the honeysuckle part is very dangerous. The lane markings on the path are all worn. There is no effective lighting</p>
<p>The East-West footpath shared path on Griffith road and Donald Street south side in Hamilton Between Beaumont Street and Chatham road. This new section of shared path has a very dangerous intersection with Chatham Rd. Intersections with Hudson, Swan and Bennett Streets are also dangerous.</p>
<p>In my opinion, John Parade to City Rd/Scenic Dr junction, and all Memorial Drive is dangerous for cyclists, and the volume warrants separated lanes, if not now, then in the very near future given the increasing volumes of bicycles and walkers.</p>
<p>The cycle lane on City Road is great for that short distance. I would love to see it extended down Scenic Drive to Merewether and down City Road to the city - it would make commuting so much safer and less fearful.</p>
<p>Jesmond park, then Jesmond to Wallsend especially at Wallsend end.</p>
<p>Maitland road, between Elizabeth street Tighes Hill &amp; selwyn st mayfield. Hunter street 828-794</p>
<p>Full bike lanes to improve the cycling experience would enable safer riding. Parked cars are a major concern as people don't pay attention when getting in and out of cars.</p>
<p>There are snippets of nice bike paths, for example Tudor stress Hamilton, then it ends going into town. The bike paths that do exist are in good shape, they just lead to nowhere.</p>
<p>Once you leave the cyclepath that runs alongside the Blood Donor centre towards Admastown, the streets you have to join before you reach the cycle paths by the rail bridge in Adamstown are VERY potholed and rough. Darby St is an issue on the bin collection day - everyone puts their bins in the cycle lane. I understand that the bin collection needs access to the bins, but the current situation forces cyclists to ride outside of the cycle lane on bin collection days.</p>
<p>All of them pedestrians DO NOT LIKE cyclist on shared pathways - very abusive</p>
<p>Newcastle Velodrome More cycle ways and lanes on the road</p>
<p>The city towards the junction The junction towards Adamstown</p>
<p>painted cyclist lanes along Honeysuckle and the a15/King st are dangerously narrow and close to both parked and moving vehicles. It is a safety hazard for cyclists to occupy these lanes. This approach to cycling infrastructure is not adequate and needs upgrading.</p>
<p>There is no safe connection from the general areas of Cooks Hill, Broadmeadow, Hamilton to the Fernleigh Track.</p>

Fernleigh track adamstown through to hunter stadium. Industrial drive from the bridge to Sandgate.
Any maintenance and upgrades will be much loved and appreciated by all the community! Any chance we can get to not be riding on roads is safer for cyclists and keeps drivers happier with less cyclists on the road
The tracks in mayfield that lead to islington Park and the hamilton area
Belmont to Warnersbay. Newcastle CBD and beaches.
Generally more bike specific lanes on main roads so bikes and cars can travel safely together but be separated.
The Hunter street development is a terrible example for active transport development. The tram tracks has made a dangerous cycle route deadly
Efficient cycle route Hamilton to east end. Safe cycle route through Mayfield (Maitland road)
Maitland road mayfield (no cycling options)
Climbing shepherds hill needs cycleway Exiting John Hunter is a nightmare , common commuter route it's very dangerous and that's for an experienced cyclist eg getting out of John Hunter on main entrance and turning right into lookout road very narrow and dangerous
Cycling between Mayfield and Kotara along the road path is quite bad - Mackie Avenue
The missing link between the Inner city via Islington Park and the Uni needs to be connected via Chin Chen st. Also the crossing of Maude St near the Uni.
Hunter street worse. Narrow, shared way with vehicles/traffic and trams, feels less safe as traffic can't pass and become frustrated with cyclists in traffic lane. Needs bike lane preferably separated. Using the waterfront cycle way is not a suitable alternative to Hunter street - can be busy with multiple users, pedestrians etc.
There are pockets of very good cycleways shared paths that need to be continuous for them to be safe. Eg city to merewether beach. Think children and less confident cyclists. Its just not safe enough for this to be called a cycleway when directing them to use the road. Painted pictures of bikes on the road do not protect vulnerable users from traffic. Streets like Laman street Cooks Hill need better speed controls.
Transitions from Throsby creek cycleway into the city are terrible i.e. out onto the road, but there is no access for cyclists into the city (eg steel st). No cyclelanes are present in this area. Cycling along Hunter St has become worse due to the light rail installation (i.e. no space for a car and a bike in one lane).
Route from the fernleigh track into the city, sections of the fernleigh track (large cracks presenting in sections with patch jobs not working), route along Hannell st (towards honeysuckle) as cars are usually parked in the bike lane, all along the industrial highway as it is continually littered with glass and debris,
Connection into City. Having cycling lanes marked on King Street and Steware is deceiving and dangerous and has become more so due to increased bus activity and construction.
Hunter st, link Fernleigh track to Newcastle and the coast.

the linking of routes would be great. Include a painted line along road edge that helps guide you to link streets, say you are trying to get from the city to the Fernleigh track or track to the Lake (LMCC I know)

Getting from the city up to Glenrock. This is a fantastic resource that has massive potential. this could link to other beautiful parts - Styx creek / Raspberry gully

Better access from Newcastle City to the start of the Fernleigh track. Paint green cycle lanes on the roads around Carrington as they are very busy with cyclists commuting to the city.

They are pretty good. The one along Throsby creek is very narrow and bumpy. Fernleigh track that little wooden bridge is dangerous and badly needs replacing.

The one along the highway up to the uni is well maintained.

All cycle routes should be joined and have better signage. This will encourage less confident riders to get out and ride.

The R6 route between the city and the uni still has some hairy road crossings.

Love the idea of an extended Fernleigh Track and More rail trails.

Newcastle cbd ie Hunter Street and connection to Hamilton is terrible- has resulted in deaths unfortunately

May have to separate pedestrians from cyclists.... widening Fernleigh, Speers point... etc

Newcastle cbd, especially Darby street and king street

Darby st, Llewellyn st both need road surface improved.

Lights at end of Darby don't change for cyclists.

Newcastle road needs more shoulder for cyclists

Hunter and King Street. Also bike lane ends mid Parry Street, just after round about near Marketown.. don't know why.. goes from green bicycle lane to nothing??

darby street, glebe road, bar beach parking

The route connecting Parkway and the Fernleigh track, at the moment it's just some pictures of bikes on the ground via dumaresq street and teralba Rd. This needs to be upgraded with designated cycle lanes rather than just pictures of bikes and a safe way to cross both Bruncker Rd and Glebe Rd as there are no accessible lights to cross at

Around Darby street/ king street/ inner city areas where a lot of people are commuting to work and there's high traffic, there isn't enough space for cars to pass and cyclists are regularly doored because people don't look

Any access to and from the John Hunter Hospital. Roads within the city of Newcastle. From Fernleigh into Newcastle.

The shared cycle path in Stockton is wonderful as is the shared path on the esplanade around to Carrington and Maryville. But the cycle ways that follow the main roads are a shambles. Along Hannel street / Stewart ave there are a couple of blocks of green cycle lane which then simply disappears to nowhere. The street lanes on Hannel street are shared with (and not separated from) parked cars!

Hunter St and King St from Newcastle West to Newcastle East could use cycle lanes or alternatives- these roads are busy and do not feel safe for cyclists.

JESMOND to town centre

FLT to town centre

Have one clear route from West Newcastle to the beaches

Hunter/Scott St so it can actually be ridden along.  
All the others need connecting together

YES, two,

Heading south on Turton road just after you cross Griffiths road outside the Newcastle vehicle exchange, There is no up ramp to access the cycle path.

Comming down Ingl street in Mayfield, -green lane- strait across maitland road, turn left on the 4 mtr wide pavement, head east, there is a small lane that goes behind the new appartments, you can get to the back of tafe over the Scholey street- Chinchin st bridge, THEN cysclist can filter in all directions of the city, back to wyco park, to kotara or lambton.

\*Having to pass over the bridge from mayfield to tighs hill is a nightmare especially with the 5 roads you have to cross..

major roads/streets in/out of the city and to major facilities in the suburbs (eg John Hunter Hospital, University of Newcastle Campuses). Safety on these routes for cyclists is compromised. Need to look at some other similar sized cities to see how well they have catered for cyclists (eg Adelaide)

The separate or dedicated paths are all good. I think you need to focus on the routes that connect the disjointed dedicated paths. For example the on-road bike route along Chinchin St and Hubbard St in Islington connecting the dedicated bike paths needs upgrading. It is frequently used by cyclist and is very dangerous. I have personally had a couple of near misses along there. Another example is the foot path over the Donald St Bridge. Its quite exposed and dangerous.

Honeysuckle Drive construction site temporary arrangements are generally outrageously poor and hazardous, both for cyclists and pedestrians- physical provision, lack of mode separation, poor markings, poor signage, poor hygiene e.g.frequent mud, slurry, loose gravel, ponding- it has it all.

We need more cycle ways from Newcastle city to the University's Callaghan campus for example. Within the city we need more physically divided cycle ways, and not just cycle lane markings - those are not safe.

There used to be a painted green sucked lane through honeysuckle. It's still there but only in part. The majority of it has been resurfaced and therefore removed. Put it back. It acts as a reminder to cars to check before opening their doors.

Also there's no easy way around queen's wharf. It's stupid to narrow the walkway with cafe tables without offering an alternative around the back. Cyclists have to dismount while joggers don't. If a few road rules and parking signs were removed from the footpath along the road, bikes could use this area...or a few laybacks to divert bikes onto the road would help

They all need maintenance. There are numerous non conforming bollards, significant edge drop offs, glass that is never cleaned, etc etc. I regularly see the mini vacuum truck cleaning the eastern cycle paths but never in the western suburbs. I ride home at night and there are heaps of dull grey bollards that cannot be seen. Cracks in paths that you can get you tires stuck in. Wallsend Glendale trail hasn't been maintained since installed - it has 300mm drop of in a couple of places and could do with some edge markings.

Safe Separated or off road bike lane connectivity from CBD to Fernleigh Track, CBD to John Hunter Hospital via Broadmeadow, CBD to UON Callaghan.

Hunter Street, Scott street and King street

Everywhere in the CBD. Merewether is pretty average.  
CBD to Mayfield West doesn't exist.

The link from Newcastle to get to Fernleigh Track.

Bike lanes around the city.

Bike lanes around linking all beaches.

along hunter street between the interchange and newcastle beach

Every route that somehow cross any part of the major rail line, connecting east and west sides of the city. Every current route is deeply compromised

Due to all the construction works across the city there has been a number of roads that have been covered in dirt mud gravel and cement which isn't cleaned and makes it unsafe for cyclists.

There's a large bump on the Throsby creek cyclesway where the slab has lifted near the Cowper st bridge end of Linwood (first flood drain)

The cycle paths need to have a street cleaner and pruner go along them more often they are becoming overgrown.

Hunter St, King St and Darby St all need cycle lanes

Access into the cbd from all major roads. For example king street and Glebe road. All terrible with little to no cycle support. Even though there are cycle lanes in town on some roads. It's not safe to get to those roads. The only piece of decent cycle infrastructure in Newcastle is the fernleigh track and that is getting busier and busier

definitely the well used Fernleigh Track is due for an upgrade--i know the Newcastle section from Adamstown to just south of the tunnel is in good condition but the rest is a mess down to Belmont---that wooden bridge between Burwood Road lights and Whitebridge is a disgrace and dangerous--stop spending so much money on fencing for starters-----the Wallsend tramway cycleway is first class

A better link between Islington Park and the bike path near McDonald Jones stadium. Beaumont St and Islington/ Hamilton Nth areas have no marked bike paths.

Connectivity between Mayfield and Newcastle proper via Hamilton (beaumont st) so it is a single, separated bike path made to encourage everyday commuting, e.g. along Hunter st or king st. The shared path through islington and honeysuckle is good, but a big detour from major traffic routes and more suited to leisure riding than commuting.

Hunter street. It would have been clever while promoting "ride Newcastle ride now" , creating a tram line into the cbd, and discussing ways to limit car traffic in the cbd that you also gave thought to include a commuter bike lane along side the tram and car traffic. Painting bikes into the car lane so drivers see that it is a shared lane would go along way to improving hunter street imo.

It would be nice to join all of this infrastructure up with less on-road travel for cyclists. A route through town from Hamilton along King or Hunter St with less risk than there currently is from the two lanes of cars and trucks that make riding this route quite hazardous would be a good improvement too.

I believe that most routes could do with upgrading. Particularly, the link between the fernliegh track and Islington/Carrington could be improved.

The inner city paths need upgrading.

Main, inner city roads such as King and Hunter Street. Green cycles ways are totally inadequate and don't connect with each other.

Dropped pin

Near 65-39 Mackie Ave, New Lambton NSW 2305

<https://goo.gl/maps/N7ZYhNn1ghofawd6>

Along with the crossing on St James Rd

Along with the possible widening of the Fernleigh track to Whitebridge are rectification of the wooden bridge on the Fernleigh track

all cycle routes should be physically separated from internal combustion vehicle traffic. there are some tree roots bumps next to the stadium cycle rout. also tree root bumps near walls end Bunnings towards tramway track. in general maintenance of tree root bumps.

Around Bathers Way and beaches. And Lake Macquarie. I'm not just concerned about safety for myself but safety of pedestrians on shared paths. I'm very concerned about hitting someone although I dont go fast, some cyclists do unfortunately. And I think pedestrians are entitled to walk randomly with small kids and not have to walk on a single file like an Army. The shared paths are packed on weekends in particular. Please separate high volume cyclists and pedestrians. ALSO, please trim overhanging bushes, public and private on footpaths and around Prince Edward park. They force cyclists further out into traffic or footpaths. Sometimes you have to ride on footpaths eg near intersection of Glebe Rd and City Link Rd. I got knocked off my bike by a hedged a Japanese climbing fig (on steep rise heading toward west) with inch thick branches covered in greenery and overhanging by 30cm. Children ride their bikes along here to go to school.

The connection between R5 and R6 through Hamilton North to Islington Park

The road surface quality of the R4 between Lambton Road and St James Road

The lack of bike lane markings on the R1 from Nobbys Beach to Hannell Street

The removal of the R6 cycleway along the edge of Throsby Creek tanks to DOMA development.

The width of the path of the r6 from Hannel Street to Islington Park is not wide enough to cater for the patronage.

A better link is required between the R5 and the R6 at Wallsend. It is poorly surfaced and poorly signposted

The condition of the bike lanes along hte pacific highway from Warabrook to Hexam is always littered with schrapnel/glass/debris/litter (basically everything that can give you a puncture).

regular sweeping is necessary

The Fernleigh track is not wide enough from whitebridge to adamstown to cater for the lunch number of foot traffic. The cyclway could be renamed the "fernleigh playground" (pre COVID)

Glebe Road needs a cycle lane: The Junction -> Adamstown

Everything in the city centre needs attention. Particularly newcastle west. Other places include - the bridge over the rail line between mayfield and tighes hill (actually all of Maitland road needs help) and reconsider the route around fort scratchley - I'd prefer the counter direction bike lane to go with the traffic.

I think a lot needs to be done to properly connect the cycleways that exist and link some of the existing cycleways to other suburbs.

I also believe busy streets like Darby and Beaumont streets need more work to help keep cyclists safe. Areas where car doors are opened regularly means cyclists need more room or cars need more education and awareness.

The city needs to really think about places where people lock up their bikes in the day. Think about where people work and put safe, secure bike locking facilities where they're needed. I work on Bolton Street, and everyday the street is full of bikes locked to street poles and garden railings because there's only 3 bike racks for about 20 cyclists. This can't be an isolated situation. You need to really look at where bikes can sensibly and safely be stored and position bike storage where it's needed.

Clyde & Chatham Islington

City to Callahan Campus

Wickham Train Interchange is a mess for cyclists

Into the Newcastle CBD along Honeysuckle, Hunter Street or King Street.

Inner city area. King, Hunter Scott Streets

a route from Newcastle beach west out of the city towards Broadmeadow and Lambton. Specifically any route along Hunter/King and then the Donald street Bridge and the crazy "shared path that crosses multiple driveways and cross streets from near Beaumont to Donald St Bridge". Also the extremely dangerous marked "bike lane" going west along King beyond Stewart which disappears into no space at all.

Somehow this route need to link up with the shared bike path near the Islington overpass.

Cycling between Honeysuckle and the shared bike leading to the marina.

Central and eastern Newcastle, beyond the foreshore, is now even worse for cyclists due to the light rail squeezing us out from the city even more.

The western half of Route 6, especially the Maud St crossing cooks be improved.

Honeysuckle, Wharf Road, King Street, Darby Street

The rail crossing on Beaumont st next to Hamilton station has been made less safe for bicycles since the footpath was made wider and the road narrower. It is much more difficult to maintain separation from vehicles.

The tram tracks are killing people on bikes.

The cycle lanes on king street and chinchon street (over the storm drain bridge) are too narrow.

These two routes are car door death traps.

Teralba road on the southern side of Bala road Adamstown is in very poor condition, as is Graham road north of Broadmeadow station.

Bike lanes / shoulders on the side of the Expressway (A15 & M15), A43 south of Swansea and the M1 north of Raymond Terrace need regular cleaning - much debris makes it dangerous for cyclists. Fernleigh track maintenance is reasonable but surface beginning to crack in many places, needs re-surfacing not grouting,

1. MACKIE AVENUE,

2. Exit LAMBTON Park to Croudace St. along Howe St as part of East West cycle way.

3. Removal or highlighting of "sleeping policemen" on many streets.

4. Not as critical but shared path from Turton St. lights to Knights stadium has tree roots starting to appear despite he excellent work done previously.

Any routes that don't connect...

I commute down Union Street which is quite unsafe as I'm often travelling in the "car door lane". Many people I know commute from Mayfield and there aren't any distinct bike lanes. I would be more inclined to travel across Newcastle by bike if bike lanes were separated from car lanes.

All?!

While the cycling routes per se are fine, there needs to be a better connected system of routes and separated bike lanes. It is not safe to drive on main roads whatsoever. If there is a bike lane it is often not wide enough and ends abruptly or cars are parked on it.

In addition, there are a lot of routes where the roads need to be fixed. Especially coming from the *stadium towards the Fernleigh track*. It is a pain to cycle over this road and along the big cracks which are a huge safety hazard for cyclists.

All routes into town need attention. It would be ideal to have a fast route into town for cyclists. Either on the street, or along the foreshore or ex train line. I can't believe they took the parking away on Hunter St and didn't include a cycling path? They took the rail away and no cycling path. That would have been the most ideal. Straight Fast and quick. However, some other agendas are in place it seems. Criminal. King St, is terrifying because of the buses. It used to be Hunter St that was terrifying, when the bus routes got changed the safety for cyclists also changed.

Hunter St. Everywhere between Hamilton and Newcastle beach. A dedicated cycle path along the tram way between Stuart Avenue and worth place, and then along the bold rail corridor from there to old Newcastle Station.

- sandgate to hexham/beresfield/raymond terrace. An alternate to riding with high speed traffic is required
- kooragang island: rail crossings and uneven pavement cause hazards for cyclists
- stockton bridge- no cycle lane
- connectivity of jesmond cycleway past shopping centre

Hannell Street, Throsby creek, hunter st, king st - all very dangerous for cyclists.

Throsby creek needs night lighting

Honeysuckle big commuter route, very dangerous for morning and evening

A cycle way needs to be re-introduced to the Hunter st/ rail corridor area. With the loss of cycling on Hunter st there is no longer reasonable cycling connectivity to the beaches from the city area. King st is hilly, tight and treacherous, the mall is one way traffic, and the honeysuckle shared area has continuity issues and is only really accessed safely from tighes hill/ Carrington entry points. The lights for cycle crossing at Stewart avenue near Hamilton south public school appear to have a set wait time which is unreasonably long. Just about everyone who crosses there hits the button 2 or 3 times because they can't believe how long they have to wait for a response. Please include a plan for cycling along the new bypass through to Jesmond and allow for connecting to existing paths along the way.

Cycling in Newcastle West /CDB / Mall Area is terrible and should be a key priority. The only safer route in this area is along the Foreshore which is shared path and not practical for commuting cyclists (as opposed to recreational cyclists). And even this is out of the way and impractical for many commuting cyclists. The light rail has made things worse both with it's presence in Hunter St and by pushing more traffic into King St and Wharf Rd.

Contra lane north along Shortland Esplanade to Nobbys is a death trap, hardly used, and should be removed.

Beaumont, Darby and Hunter Streets

None of them has delineated cycling lanes.

Cars are often parked too far from the curb and many people fail to check their rear view or driving side mirror when opening the driver-side door.

There should be a continuous white line within which vehicles must park and signage or a campaign to remind vehicle drivers to check behind them before opening a driver side door.

A cycle lane from Charlestown along Scenic Drive to the inner city via Darby Street.

Industrial drive in both directions.

Hunter Street

Griffiths Road

Newcastle Road

More painted green paths on the roads please.

Extend the fernleigh track as a priority.

There are just not enough cycle lanes that are safe. Honeysuckle drive where the new buildings and esplanade are being built, is dangerous when riding in cycle lane next to parked cars.

Especially when trucks and buses overtake cyclists and a car door opens.

Need a cycle lane so that cycles can turn right safely from Clyde street onto Chinchon Street. Cars frequently cut off cyclists. Please mark all cycle ways on shared roads in green please.

Howe St in New Lambton

Finish connections from Speers Pt to Wallsend-Gendale

Extend Fernleigh

Put some proper cycle routes through the city

Resurface Mackie Ave

Connection between Throsby Creek shared path at Islington and start of Fernley Track generally, but especially through Hamilton North and across Glebe/St.James Road.

Also Hamilton to Throsby Creek via Wickham Park and crossing of Industrial Drive at Carrington Bridge roundabout.

Between the Entertainment Centre and Islington Park (via Newcastle Tafe). Particularly the section along Clyde Street near the level crossing then Chin Chen and Hubbard Streets in Islington. The area near the school is particularly dangerous as vehicles expect cyclists to ride in the shared parking and cycle lane, however there are constantly kids and parents swinging doors open without a care in the world into that cycle lane. I have been doored at about 30km/h previously and ended up in hospital and don't fancy this again.

King/Parry Street is also unsafe particularly the section between Darby and Selma Street. There are numerous car doors, cars and buses to contend with due to the unsafe shared bicycle and parking lane. I'm actually not even sure if the bicycle lane is legal?

Connection from Lambton Road railway bridge towards Dumaresq Street to head towards Newcastle (and vice versa) is quite difficult to navigate.

Adamstown end of fernleigh track to Dumaresq Street is difficult

None of them are great. Mackie Avenue is the worst road for cars, let alone cyclists. There are so many holes. I don't ride down there anymore and take some other side streets instead. The shared paths are dangerous because cars come out of their driveways with no car for cyclists. People put their bins in the on road sections of the path or park in it so you are forced out with the cars. Cars don't wait to go around and force their way past. Roundabouts are very dangerous for cyclists with some cars trying to overtake on the roundabout. It feels like these cycling facilities are put in and then no one from Council ever rides them or notes their functionality. In town it has become extremely dangerous and I gave up cycling in there for a while as I was becoming anxious about dying.

The main roads in Newcastle are very hazards for cyclists. Eg: Bottom part of Scenic Drive once the bike lane becomes evident it is incredibly bumpy and unstable. Darby street very rough. Parts of Industrial Drive unsafe. THERE ARE MANY, MANY ROADS THROUGHOUT NEWCASTLE THAT REQUIRE BETTER AND FREQUENT SWEEPING.

Fernleigh track has had bandaid fixes to cracking. Hunter Street is so dangerous for cyclists, part of it has been closed to cyclists. On-road bike lanes throughout the city are in door zones; end without notice; are covered in refuse; are interrupted without warning by kerb intrusions at intersections and crossings.

The honeysuckle ride - though I believe this is will hopefully be rectified once construction of the highrises are complete.

King Street/Hunter Street are currently terrifying to ride along.

Physical separation on Parry Street.

Physical separation on Parkway Ave.

- Linking the fernleigh to the CBD.

- Putting a safe separate cycleway (not green paint on the road) into the CBD. Unbelievable this was not in the original plans!!!!

- Putting in safe separate cycleway (not green paint on the road) to the Junction and Merewether and Bar beach (straight down the middle of Parkway Ave?)

Crossing Glebe road from Teralba Road is very dangerous as needs dedicated Bike Lights like in Christchurch NZ, where car traffic only slows slightly to allow rapid passing of bikes. This is a fantastic system to keep everyone flowing and happy. Could also be used at Industrial Dr crossing and Turton Rd crossing and Burwood Rd. Please check it out! Christchurch cycling is awesome! Stockton Bridge is dangerous for onroad cyclists and using the centre path is problematic and far from a solution due to poor access both ends.

Scott Street and Hunter Street are now more dangerous (deadly, in fact) since light rail, as is King Street.

Honeysuckle is much more dangerous since construction closed the cycleway with no alternate safe route provided.

Scholey Street bridge at Islington is horrible, with dangerous transitions at either end. Cycle path is built on the wrong side of the bridge.

Cycling racing facilities such as Tamworth Region Cycling Centre or Dubbo new cycling facility all supported by Council. Families and all people can ride with safety

The route to Kurri via Richmond vale line is needing to be developed. No cycle route North of Newcastle other than on road which is unsafe.

Lots of riders ride through Hexham and its extremely unsafe. Seperate bike lane required.

Too many shared facilities -need seperate bike and pedestrian lanes. Need to seperate walkers and cyclists on Fernleigh and honeysuckle.

Howe Street Lambton

Wallsend

Belmont to Catherine Hill Bay

Glendale to Toronto

Eleebana to Belmont

Hunter Scott Street

Hamilton north area - no safe route on R6 t want get to or from Islington Park

Newcastle west & cbd - light rail corridor has made cycling dangerous

Honeysuckle drive - construction on apartment buildings area & down near the brewery/queens wharf hotel- no designated bike lane.

Always get abused & have near misses on this stretch of road

Getting down hunter st. A cyclist was killed on King st with all of the construction so to cycle to east end you need to go on the path along the water which hasn't lots of pedestrians and is further to cycle. The path along throsby creek accommodates so many walkers it's hard to use that as a safe way to commute to the city by bicycle. It should be widened as there is space.

Honeysuckle connecting to the cycle path hasn't been a mess for over a year. The signage changes frequently and doesn't take into account bicycles. It's very easy to get hit by car doors on that section and the marked bicycle lane doesn't give me any sense of safety. There are signs up near the tram in newcastle east that you cannot ride you bike as someone else wasn't killed In the track. What do we do? Walk our bicycle? Cycling doesn't seem to be looked at as an actual form of transport. I don't want to take a scenic detour to work everyday.

Separated cycling lanes along Hunter St, King St, and Honeysuckle and adjoining to separated cycling lanes to Gordon Avenue, Union St, Darby St. Where possible to do so, of course.

City to Jesmond: Howe St thru Lambton is bad - car-door-suicide lane.

Stockton bridge: terrible. The path - and 40 steps at each end - are dreadful and there's virtually no shoulder on road, and cars go extra fast over there. No ferry before 0830 on Sundays makes the bridge mandatory on those mornings.

Nelson Bay Rd for 4 km north from the Stockton bridge: (a) dangerous travelling south due to parked cars, especially near cafe. (b) going north the shoulder is almost missing near Bayway. Road between Islington Park and near the Stadium is very poor, either a 'car-door-suicide' lane or no shoulder west of the railway crossing.

Honeysuckle drive - west of Worth Place - again a car-door-suicide 'lane'.

Glebe Rd crossing near Adamstown Station. Should be better when the planned traffic lights materialise.

Otherwise there are some good spots, thank you. Signage has improved and is helpful.

Any medium-high traffic route (which are normally the most direct, efficient routes for cycling also) with no dedicated bike lanes.

Light rail route to allow fast cycling (shared paths can have high traffic).

Stewart Ave.

Glebe Rd, Darby St.

Maitland Road.

Newcastle Road/Parry St/King Street. Continuous run between Hamilton and CBD. Off-road sections only suitable for pedestrians, on road is squished between parked cars and busy road. Major route.

City to Adamstown - trying to cross Brunner Rd without a crossing is incredible dangerous especially on a cargo bike and with kids. This is a very busy road. Likewise trying to cross Glebe Road from Teralba is impossible.

R6 Harbour to Mayfield East. This route is a disaster and far more complicated than it needs to be. I cycle on the pavement as Chinchin is so unsafe but you the shared pathway stops before the school. The actual cycle bridge is far too steep for a cargo bike with two kids on the bike therefore I'm forced to go over the bridge on Maitland Road. I can't dismount as requested as my cargo bike will tip. This is an unnecessarily complicated route. A physical barrier could easily be created on Maitland Road and the bridge widened here.

Carrington underpass wooden bridge. This rickety old bridge is really busy with fishermen, pedestrians and cyclists. This needs to be upgraded or a crossing created on the main road.

Hunter Street is dangerous with the trams.

I ride from Whitebridge to Mayfield West. Fernleigh is ok upto Adamstown. Frustrating having to cross Lambton Road, a multipurpose pedestrian overpass there and at Griffiths Road would be world class city material. The ride continuing through Waratah is not the best. The cycleway stops at the corner of Dawson and Turton Road and I've found it to be not the safest route to Mayfield. Alternatively you can take back streets but this is not ideal either. The worst bit is crossing industrial drive from Werribi street, particularly from the north to south side of industrial drive. There is practically no cycling amenity which either means you have to ride on grass past church or dangerously merge with traffic through intersection. The grass pathway has potholes but I believe it's being paved.

City to university route especially dangerous connection crossing on Maud Street. Super dangerous.

Honeysuckle- especially western half remains and continues to be a cycling nightmare.

Anything in the vicinity of Kotara that could be improved - an area dominated by suburban traffic, domestic 4WD large vehicles and complete ignorance of any mode of transport not a motor vehicle. Terrible on foot let alone a bicycle...

The road surface on Mackie Road on Adamstown rail station route is absolutely atrocious road surface hardly befitting being called a road.

Fernleigh track is great - more please- but could benefit from some TLC to particular spots - Brisbane water road "level crossing" and associated road track surfaces adjacent both directions have the finish of a weekend amateur pre mixed concrete bag Bunnings project that is good for testing tyre resistance for punctures. I'd frankly prefer riding on gravel here.

Beaches from Nobbys to Merewether via king Edward is good.

Side note to last question. Construction sites have impacted cycle links with no or inadequate temp paths.

End of fernleigh (adamstown) to town is very poor.

Union st should separated cycle paths. Definitely wide enough.

Or pave the link that goes between Number 1 and Number 2 fields, connecting parkway and markettown.

Parkway Ave should have an off road shared.

Find a sponsor to get the link from Yulabah/Fernleigh around to mereweather end of Bathers Way. This will be a game changer. Shared path from Blacksmiths to Foreshore. Amazing. Links the city to glenrock MTB trails and would mean myself and a ton of others would commute to work from charlestown/whitebridge/belmont instead of parking in residential streets in town everyday

Industrial drive, Maitland Rd

Memorial Drive, Park Avenue, Northcott, Turton Rd

Essentially linking up the cycleways safely

I see there are plans to improve the Hamilton North area (Clyde & Chinch St). There are 2 very unsafe intersections that I hope would make this a priority.

Adamstown end of Fernleigh track to city - Glebe and Brunner Road crossings are dangerous for cyclists when there is traffic.

Honeysuckle Drive near new apartments is still very dangerous cycling between busy traffic and car doors.

The new walkway at Honeysuckle will be too narrow for bikes and increased foot traffic to co-exist.

Improving Nobbys, Newcastle, Bar, Dixon and Merewether Beach connectivity with each other and to the suburbs would mean less people feel the need to drive to the beach.

Hunter Street along the tram line has been a big missed opportunity. Cycling to new university buildings should be encouraged and more customers could access businesses around Auckland Street on bikes than in cars.

Could the Fernleigh track be duplicated and separated? Ideally the whole thing but Adamstown to Burwood Road to start?

All of them! There is no specific cycling route, they are all shared paths. My main path is into town.. I have option of shared path, crazy crazy hunter st, and a stop start cycle path on king. The allocation of 'cycle lane' or 'pseudo cycle lane' we refer to it as on the road is ridiculous. More often than not there are cars parked in it so you have to go into the traffic continuously. And the space is so limited and stops and starts continuously.

But specifically.. the path that gets you from the end of the awesome shared path at islington Park .. to join the other awesome shared path at the show grounds.. crossing those trains tracks is awful.

Howe street new lambton / royal street and st James road is a main thoroughfare connecting fernleigh track and Jesmond park cycle way through to the university... this really needs upgrading for cycling... door zone Hazards are really bad And cars are very aggressive along this stretch even though it is only a 50 zone... the bike signs have faded on the road and not maintained. Please fix this with new bigger bike signs... at the Howe street / croudace road traffic lights there is no marking on the road to shown that bikes are supposed to be in the left turning lane to go straight on. This causes confusion and aggression from car drivers trying to turn left... BIKES ARE NOT SUPPOSED TO BE ON THE FOOTPATH. Please bike signs on the road here in the middle of the lane so bikes are not squeezed between 2 lanes of cars.

Also scenic drive doing towards the beach, just after the intersection of Yule road there is a real pinch there where the shoulder disappears. Please widen the shoulder

Merewether to the foreshore and city, via cottage creek route. Darby St. Beaumont St. Hunter St. Maitland Rd. Donald St. Tudor St. Parkway Ave. Separated lanes where the tram runs.

## Do you have specific suggestions for improving the connectivity of our cycling routes?

Publish a good map, easy to understand with access points shown.

University to Shortland Wetlands Centre.

There needs to be an option for travelling from the foreshore parallel to Darby Street to Bar Beach that avoids Darby Street and the King Edward Park hill

When putting buttons at bike/pedestrian crossings please think about whether a cyclist can reach them and remain on a bike.

Build some

Google Maps style app, which allows you to submit where you are and where you're going and receive a suggested safe cycleway route.

No

See comments above re Scenic Drive

An off-road or shared track from the fernleigh track to the CBD would be awesome. Could connect up in honeysuckle with the path along Throsby Creek

More isolated cycle paths allowing for heavy cycling traffic for commuting.

Improving paths that connect popular areas in the city (Darby street, the junction) so that they are wider and encourage walking and cycling.

More signage of how to connect from one cycle path to another down a quiet street.

A route to Maitland.

Rather than a patchy piece meal approach, build the network out from the existing network.

Link suburbs to the city and beaches

build better roads that accompany cycle ways, charge cars a CBD or inner city congestion charge

Maud Street underpass reached concept design stage. But does not appear to have proceeded any further.

Newcastle has a great network of open concrete drains that usually have big grass verges. Surely these would be a relatively easy way of building new cycleways and connections (like some that exist near McDonald Jones Stadium).

Creating back routes with marking or creating marking on existing roads for bicycle lanes

More share lanes, where cycle ways not practical

yes - connect the south. Have designated cycle ways from central coast right through to the bay

Between the ferry and Nobbys and Newcastle beaches is quite disjointed, especially around the end of the tram line and around the Brewery at queens wharf.

Connect the Fernleigh Track through to Newcastle CBD completely off road.

Where you have an off road cycling path have to join the road please make the transition back to the road smoother and transition into a marked cycle lane on the road so you do not need to stop when rejoining the road. If you have to stop or it is hard to rejoin the road then it just becomes less likely you will use the bike path and will just stick to the road.

Not really but this does need a wholistic review to encourage more people to commute to the CBD.

more promotion of how existing cycling routes link up, and where the future cycleways (as shown on council website) will integrate. there are a lot of existing cycle ways people just don't know about.

promote different loops you can do, eg here's a 15 - 30 - 60 - 90 km loop you can do from Newcastle using these combinations of paths.

Separated bike lane from the stadium to waratah station

Development consents and compliance should ensure safe paths for pedestrians and cyclists are maintained

Have wider shared paths. People plus dog on lead plus bike going one direction and same going in opposite direction equals not enough space.

More pumps or taps for tyres and riders bottles.

It seems to be improving in places

Cyclists should have universal right of way. Newcastle needs to apply the transport hierarchy that puts single drivers in cars as the lowest priority

More continuous bike lanes, not bike lanes that disappear and reappear.

Separated cycling routes
Make more footpaths into shared paths by widening them.
Yes. We need more clearly divided space for bike riders
Better signposting/routefinding across areas like Broadmeadow where a number of routes intersect.
Where we link cycleways with roads, these roads need to have separated lane on roads. This would make it safer & easier to link each cycle way...
More cycleways separated from traffic.
As all routes require interaction with traffic, education of both drivers and cyclist needs to be ongoing.
From Honeysuckle to Nobbys, there is no defined way of getting around Queens Wharf.
better connection between city and Warners Bay for cycling
More cycle routes on major roads.
Between Broadmeadow showground and Islington park where cyclists go along Chatham and Clyde Sts before reaching the TAFE is pretty hairy and needs attention. Cars park along the road there as well.
More specific bike only lanes in the city.
Howe Street Lambton needs bypassing
Please avoid cycle markings adjacent to parked cars without dedicated bike lanes, it's a door hazard as well as pushing bikes closer to traffic
See above comment for more cycling options. Along Honeysuckle, there needs to be more separation between pedestrians and cyclists. This area can get too congested and pedestrians don't pay much attention to cyclists.
Adamstown Fernleigh to either Broadmeadow Mackie Avenue or Teralba Road have not been thought through both are dangerous
Road bikes need to be more considerate
Join towns
Riding into the city bike riders shouldn't have to go on the road at all.
More shared paths
stronger link with Lake Mac to allow people within that LGA to cycle to work, beaches and education facilities in Newcastle easier and safer.
As above and more of it. Strategically thinking through how people can use bikes from home to work/local centre/recreation via public transport if required.
Kotara to Newcastle City/beaches have no clear path or track. Required to ride on reasonably busy roads/intersections to get anywhere.
Separate bike lanes
Yes, more cycle lanes where shared paths or cycle lanes aren't possible.
Dedicated off road bike paths
Every road upgrade should include legislated physically separated bicycle paths.
Inner west needs better connection.

Specific cycle paths
The one way road change at Nobbys was great, thinking if this could be implemented on other roads the benefits would be great without having to build or change roads, Just the direction around the city.
Better marking Highlighting of routes
More cycling specific lanes
Take Action and do it!!
Scenic drive along from city road, past the school and down the the Hickson street intersection needs some work The footpaths along scenic drive are not flat - they are on an angle and make it impossible to ride along with small kids so then we have to use the road which isn't marked
More connectivity with Lake Macquarie and the fernleigh track
Dedicated cycling lanes protected from traffic.
More dedicated cycleways not shared paths.
Lay more concrete to make more pathways
No
install pedestrian / cycling bridge Maitland Rd across railway line Tighes Hill
Connect route from Adamstown railway station to Donald street via Broadmeadow station. Just the Richmond Vale rail trail.
Make Hunter street a one way street going east and have parallel streets going west
Improve the safety of road crossings between Fernleigh Track and the CBD
No
Not really
Use more 'drainways' like the one behind Stadium and Showground in Hamilton.. Follow all the drainways! Infrastructure is already there!
Priority for cyclists over cars etc at main roads
Keep the cycle routes connected. Don't stop them at busy intersections.
No
Linking paths together. Improved segregation around the Industrial Drive area.
All of the above
As above. Actually construct some separated paths.
Add more s
You're doing a good job, good on you, you know better than me.
Please link all new estates up like what's happened at fletcher and Maryland it's peaceful away from motorists and heaps more land out that way to extend
Nothing I can think of.

Taking bold decisions to close roads to cars and open to cycle only. similar to to John Parade
See previous
No
See above
Town/cbd to the start of the fernleigh track
Make it happen, you have the route , get it done
Cycling to Charlestown from the city. Fernleigh track is great, a little out of the way but then you still have to get from whitebridge to charlestown. Lots of jobs and shopping in Charlestown which makes me believe there needs to be a much better connection.
Allow merewether the connect to the cdb without going over the hill perhaps via darby or dawson.
Mayfield West, to lambton area. Needs connecting.
As above. Open the tunnel at Merewether Baths and create a path joining the Fernleigh track at present cyclists and pedestrians do not like having to use city road or scenic drive to get to the city or beach
Separated connection between fernleigh track and CBD.
More family friendly routes would be good
Linking the end of the fernleigh track at adamstown to merewether somehow would be great. That trip along the main roads in town is pretty scary at peak times.
No
Don't have on-road bike lanes that get parked out or stop suddenly when they reach a choke point. Design them better. While there have been some great improvements in routing the actual on-road infrastructure is still lacking.
Join the inner newcastle suburbs with actual routes that are more than sign posts with 4 lane roads to cross, eg Adamstown Teralba Road/Glebe Road.
Cycling paths inside the rail corridor
Give the road back to cyclists.
Need to liaise more with Lake Macquarie city council to ensure connectivity between both LGAs.
Cycling path through the city, east to west, that is useable yeast round
More cycle paths
Reinstate the cycle route along the Wharf when development is finished
Clear lines
Off-road path connecting CBD and Fernleigh
Getting from the uni to the city is not great.
increase the cycling road network
No
Have council staff actually ride along them not just checking by car.

Good routes into town and to Lake Macquarie but bad cross-city ie from Rankin Park/Elernmore Vale to Belmont Dudley area.
No I'm not a town planner
More cycling routes which are protected from traffic, e.g Jesmond bike path is a very useful connector to the hospital and the University, it would be excellent if it connected to the east without having to dodge the traffic down Howe Street.
Providing separated bike lanes on all major routes within the LGA so that I can take the most direct route safely.
More separate bike lanes connected across the city
Not really as I ride mostly off road
I would ride more from Fletcher to Wallsend if the path was safer
As per above question
More lighting at night time please!!
New downhill trail, flow trails, jump trails and maybe a pump track
Fix the above route
Work with other LGAs to connect together
That when major alterations are planned for an area that cycle ways become a top inclusion in that planning so that in years to come there is greater connectivity!
See above.
On some of the busier roads I wish there were some bump markers or some grooves in the lane lanes on the road so when vehicle tyres come close to the lines it could give vehicles a warning sound.
More more and more
Better signage at end of cycle ways . Which direction to the next cycle way?
Please provide safe access from Newcastle interchange bicycle lane across to Honeysuckle Drive. Currently coming into town when you pass the interchange you are on the wrong side of the road & have to cross 2 lanes of traffic from the dedicated bicycle lane which is impossible at peak hour & end up using the pedestrian crossing at the lights to safely cross.
Better connection between Newcastle and Lake MAC.
None
More physically separated bike paths....off road
Don't rezone public transport corridors ?
See Above
One immediate fix is on King street between Union and Auckland. Use some of the footpath space on the northern side of the street to move the curb back to make a defined, separated cycle path. It's very tight through there east bound.
The gutters/driveways in most areas to get on and off footpaths and building driveways are so high/stepped that road bike tyres can get punctures from the steepness. It is unsafe, uncomfortable and surprising that this has not been considered as a design fault.
Fernleigh to the lake
Through the CBD

Utilise unused train tracks as cycleways
You've spent enough on paths along the coast. Focus on the suburbs for a while
A complete connection for the whole LGA
Grade routes depending on speed. There is a variety of cycling abilities from families to long distance road commuters travelling at 20-30km/hr average and you need to accommodate them according. More road verges for road riders to be safe
Better continuation of paths in the East/West directions.
More shared paths connecting outer suburbs and the city
many shared paths are not clearly marked where cyclists and pedestrians should be
Signs.
generally marked cycleways simply disappear into roadways. There is no connectivity at the moment so anything would be an improvement.
Acceptance and development of "natural surface trails" as a recognised transport infrastructure and not just treated as "recreational" and informal x-country trails.
The Jemena site (and ex-Shell site) at Hamilton North is being remediated now, ready for sale. Council should purchase some of this land for a cycleway.
Keep off streets.
Create dedicated, protected bike routes, connecting the CBD/beaches with the suburbs.
Add links towards Imcc area
Committing to spending a world's best practice proportion of road maintenance and construction on cycling. Ie setting the same sort of goals that are set in Amsterdam or Copenhagen, rather than a token effort at recreational paths.
Industrial Drive shoulder needs a clean probably weekly with a street sweeper
Designated bike path from northern end of fernleigh track to Newcastle cbd
Designated paths, whether it be on road, off road or a path. It needs to identified and marked as a cycle path.
Separate lanes from cars. Parked cars are just as dangerous as moving ones. Opening doors etc. combined bike and parking lanes don't work. Sweep the bike lanes.
Connection of lambton park through broadmedow to islington needs safe crossings and more traffic free cycleway
Fernleigh track proves how much good infrastructure is used. More like that and fewer cans of paint.
No
Tram stops to shops and harbour. Carry bikes on or in trams and buses.
More visible signage to mark on-road routes.
No. Don't usually use the same route.
Linking tracks that are already there

<p>More Footpaths!!!</p> <p>However my local area (whitebridge, which is Lake Macquarie City Council) is VERY lacking in shared residential verge footpaths.</p>
<p>Provide more off road</p>
<p>Many bike paths end abruptly without clear signage of options.</p>
<p>As above section between jesmond path and bypass roundabout</p>
<p>Connect all routes and have them similar to the ones I mentioned before</p>
<p>Increased on road/physically separated cycle routes on local streets as parallel paths to the main roads</p>
<p>See above responses in the three preceding panels.</p>
<p>Better connections between Fernleigh, Broadmeadow, Adamstown, merewether, Newcastle city, Hamilton.</p> <p>Basically the 5-10km radius from town needs some arterial cycle routes to accommodate families. Although some exist it does not connect or flow.</p>
<p>Glebe road - near Adamstown station. Urgently needs a pedestrian/cycle crossing. We have two cycle routes divided by 4 lands of busy traffic with no safe way across.</p>
<p>Join up existing tracks with marked lanes on roads eg. Jesmond park to the Tramway Track</p>
<p>No</p>
<p>No</p>
<p>No</p>
<p>Need a dedicated cycle path from CBD to Fernleigh Track at Adamstown</p>
<p>Fernleigh Track to Newcastle needs more attention.</p>
<p>I think the CycleSafe Network has already identified what needs to be done.</p>
<p>Richmond Vale Rail Trail needs to be finished.</p>
<p>Connecting all the main off-Road Cycleways</p>
<p>A detailed survey to identify areas where the connectivity is either not there or not satisfactory.</p>
<p>The busier paths could be widened to separate pedestrians from cyclists like they do in Brisbane. Especially with the massive increase in foot traffic along Throsby Creek and honeysuckle with COVID 19 restrictions closing gyms etc.</p>
<p>Connectivity is fairly good on the main paths but getting to those paths can be an adventure (especially with children) in the suburbs. In most cases we have them ride on the road with us rather than the footpath because stopping to cross every road can double the travel time.</p>
<p>Pass</p>
<p>See above</p>
<p>No, however any improvements to connectivity especially on shared or dedicated cycleways will improve the cycling experience for everyone no matter what their ability.</p>
<p>Continue extending Fernleigh track connections south to Swansea and beyond</p>

In my opinion one of the most common places for motorists to endanger cyclists is at roundabouts, so often cars try to overtake a cyclist as the road narrows approaching a roundabout, often to turn left in front of them when the cyclist may intend to go straight. The safest way for a cyclist to negotiate a roundabout is to "take the lane" by moving to the middle. Despite similar speeds between cars and bikes at this time it causes rage. I would encourage linking cycle routes with minimal use of roundabouts.

Perhaps larger signage on posts to signify the routes. It's easy to miss the smaller signs that are there at present

Beresfield to Kurri (Richmond Vale Railway trail)

Link fernleigh and the coastal path from Merewether to nobbies

More separate dedicated cycle paths

using strava HEAT MAPS as ref for where people are riding may prove handy for planning, I use it all the time for creating routes, of nice areas I did not know about.

Between the end of the cycle way at jesmond park and the wallsend town centre.

Marking bike lanes on roads would help a lot.

More separate bike only lanes

Bike lanes with physical separation from cars.

Wider paths where possible to encourage familys with young kids to gwt out and cycle safely!

Make a bike path on Perth Ave to avoid above chaos on Lambton Road

Join them up

More shared paths

Bike lanes on road between cycle paths

Perhaps going out and surveying the cycling lanes/routes and seeing where they suddenly stop, then connecting then where possible.

More bike lanes

The Adamstown end of Fernleigh Track is not well connected to off road cycle routes, access via busy main roads is difficult.

As above

Traffic calming where there is a break in ofc road paths.

As mentioned above, the connectivity for cyclists up to the Transport Hub.

More on road dedicated cycle paths, or off road connections out of the cbd to surrounding suburbs including Adamstown, Hamilton, Merewether, New Lambton etc

Better signs linking.

Belmont to Speers point could be better.

improvement of scenic drive merewether, to connect between ocean path and fernleigh track

Adamstown to connect safely to a cycle way to get directly into town

Consult and plan before building new road projects

Fill in all the missing bits shown on the Council's cycle map and proposed new cycle routs as well.

Fernleigh track needs complete "Lumo" fluro light strips for evenings/nights, similar to short section near Redhead.
Shared path bridge along Maitland rd between Mayfield and Tighes Hill.
Better access & connectivity to/from Fernleigh track
Connect the random tracks to major centres and services with continuous bike lanes
More routes to frequently travelled to areas, such as the city.
Connect all the cycling routes
Dedicated cycle path from honeysuckle to beaches then connected to coastal walk
Use the existing rail corridor including the section in town.
As above
Fernleigh to Gully line needs work to keep bikes off road
use the rail corridor as originally touted to be a dedicated cycleway
There is not enough infrastructure to support cycling in Newcastle
Connectivity is only acceptable where the cycling path is physically separated from car traffic
More light up cycling routes look at Sweden Finland Denmark Norway
Increasing routes overall to make travel from one area to another easier.
Too late you sold lands that could have been used for dedicated bikelanes to developers
More bike paths. Can't believe this city spent so much money on Hunter st without including bike lanes.
Dedicated (or shared with pedestrians/joggers) bicycle options along the entire Bather's Way.
Move away from main paths or tourist area
Trim trees back near cycle way at hockey field car park
Other than regional areas being included, no sorry.
Use Cottage Creek to connect The Junction to the foreshore at Wickham - it's level grade now! Do NOT make it Steel Street, that one is SO overcongested with buses and cars heading for Marketown.
There are no cycling routes in Newcastle. Just because you call them that, doesn't make it so.
Specific designated cycle routes between all shires of Newcastle LMCC
Safer /clearer link between Adamstown (Fernleigh track) and inner city / beaches
I like the Canberra model. For every busy road or link between suburbs the cycle ways ...
Join them 
Maybe some improvement to signage would be beneficial.
As above.
cycling paths separate from roads
Broadmeadow to City
More connections

There are good bike signage and then nothing , you become funnelled into a dangerous situation like the bridge at cockle creek outside Bunnings

No

Make sure roads that are upgraded with separated cycleways actually link to a cycle route eg Council Street Cooks Hill.

Increase the number of cycling traffic lights.

Physically separated bike lanes on main roads that are required to ride on to get to cycling routes ie Stewart ave

maybe better marked on the connecting roadways

The cycleways are pretty good, but many just seem to stop, or force cyclists onto roadways (often quite busy roads).

I'm over 60 I can't get from my house to a cycle path without going on the road. It's very difficult due to traffic on Christo road. I often use the footpath.

Off road cycle ways if possible, like through or on the edge of parks and public spaces

Don't end cycle lanes at traffic lights.

Only that there needs to be more connections of cycleways

Better signs posted from Waratah to Newcastle, can be confusing first time when you have to turn and if you can ride through the TAFE or go have to go around the TAFE to the lights.

Better Connectivity to maitland area from newcastle n return

Besides my answer above, links from fernleigh track to charlestown would benefit people in my area.

Immediately connecting the Bathers Way to the stadium and Kotara with Wallsend and Glendale . It must , however be connected to the Fernleigh track via an elevated platform from Merewether to Glenrock with a dedicated shared cycle path. This would be the best piece of cycling infrastructure since the advent of the Fernleigh track and MUST happen immediately.

An app to show best routes and best ways to stay on quieter streets

More off road tracks

I think it needs to be coordination with other councils. Loop feom town out around tomago and back would be great.

Coloured bike lanes help

Get cyclists their own routes away from cars

Strava Heat Maps will show you where cyclists ride most often.

From there, you'll be able to workout the best ideas for improvements.

Integrate cycle paths in initial planning of all development not as add on afterwards. Stop removing connectivity whenever it suits a developer.

A direct link between the University of Newcastle's Callahan campus and Honeysuckle Drive which a share path / off road cyclist path would be good, particularly given the university expansion happening on Honeysuckle Drive and the existing Hunter Street Campus

Along Hannell Street and through Honeysuckle. It's happening but slowly

I don't know.
The shared path along Gordon St just ends at Gordon Ave and doesn't go anywhere. It needs to connect to a path into the city centre.
I'd like to cycle to work but the route back involves crossing Georgetown Road just before the roundabout (coming out of Christl road) cars come from the roundabout so quickly, it's difficult to get across
Make interconnected separated cycle paths.
No
Form a committee of planners cyclists and nrma reps who can map out and test options. Do not just paint a bike on the road this doesn't address anything.
Bigger signs and they should be in a specific colour. Also they should be able to see in the dark!
Extend Fernleigh Track and add in more connections and access to points.
The maps i habe seen seem to me pretty hard to understand.
A cycleway from the end of the Fernleigh track int to the Newcastle city centre
More focus on glenrock mountain bike and surrounding areas.
Footpaths widened for foot and cycle traffic in areas that do not have a wide enough verge on the side of the road.
Build more connectivity
More offroad pathways
Building specific links
Build actual cycle ways - off road dedicated cycle only paths.
Cycle ways
More signs for etiquette.
Routes that are not on main roads
Use the main arterial motorways as your guide as most riders are also commuters.
more signs along the way
Ban cyclist in lycra
Look at ways to complete the connections. It makes it really hard when cycling with children.
Build a bike track
I really enjoy having bike route maps available to help promote bike path use.
Connection of McDonald Jones Stadium to the west end (Honeysuckle), good access from suburbs to the stadium now, just hat next leg into the city.
Foreshore walk, less speed from cyclists would be safer.
Link between throsby creek to the stadium.
Where marked shared paths are not able to be constructed, more clearly mark roads with an on road cycle lane to show connectivity between one bike path to the next (ie. between McdDonald Jones stadium and the Fernleigh track)
When the track ends there needs to be a continuous marked bicycle lane until a new track starts.

Linking all the cycling routes would be fantastic.
If you read old blogs. Cycling up the roads to Newcastle from Gosford was fun. It's horrific now. You have a few great rides that are islands.
Better signage
I live in Mayfield and my main cycling route is from this suburb into the city and beaches. Currently to get to the Islington cycleway cyclists need to ride on a section of Maitland Rd and to get to the Maryville cycleway cyclists need to ride a section of Industrial Dve. These are two of the busiest roads in Newcastle and not safe for riders of any age let alone children on bikes.
I think the cycleways movement did an excellent plan.
I think someone who actually rides a bike regularly needs to advise on connectivity issues. One gets the impression that there is not sufficient interest in bike riders safety when suddenly ending tracks/paths/bike lanes with no consideration as to what cyclists do when they reach that point.
Ensure clear signage indicating directions between stages of the track (e.g. end of the track at Wallsend heading on to Glendale & then from Glendale towards Speers Point) for cyclists not familiar with those sections of the track.
Limit the need to ride on roads
If there was a way to connect Adamstown to Broadmeadow a bit better, it'd be great
Just need an overall plan and a plan to link the existing cycle ways. Every new road built or existing road modified should include a dedicated cycling lane by default.
Extending the Fernleigh Track into town would be a great way to link up to the wider area, and possibly ease traffic as well, since that railway used to be an extremely efficient and popular way for people to travel into the CBD for work.
Better more consistent cycle lanes across Newcastle
I don't know the city well enough
More awareness. I've recently started riding more frequently and the only place I know is Fernleigh and we do Mayfield through Islington Park to Newcastle Beach. I'm sure there is a lot more!
More on road cycle ways
No
Maud St Crossing
Yep. Connect them so we don't have to go on public roads.
Build wide shared pathways on all busy roads
Nothing specific, other than to say one or two breaks in connected routes is all it takes to reconsider riding at all, especially if weather conditions aren't ideal.
Connect Newcastle to the New Maitland Hospital site.
Fully separate route from South suburbs - Swansea/Belmont into John Hunter Hospital (one of the largest employers in the region)
Cycling on quiet streets is fine, but I am deterred from riding to do tasks like get groceries etc. by the need to cycle on busy roads where footpath and road are consistently busy, where the street is narrow or cars parked meaning little space to keep out of way of cars

Stop closing gate on bridge at Tighes Hill Tafe on weekends! This is a pointless inconvenience. Include cycle lane on Hunter St between Hannel and Selma.
Dedicated shared paths.
Sometimes it's hard to cross big intersections
Clear signage
Safety cameras, policing of tracks and a means of reporting behaviour.
I don't know the area as well as the council should.
I live at Cameron Park and there is no easy cycle route to get in town except for riding on busy roads. It would be nice to have more off road cycling paths
Signage for how to connect various routes together
Longer Fernleigh Track
More cycle paths
Better connection of the cycle routes would be much appreciated!
All cycle ways need to be connected without using roads and streets
Newcastle Bushwalking Club sees the proposed Adamstown-Broadmeadow-Hamilton-Newcastle City route as the highest priority development as it will connect Murrays Beach via the Fernleigh Track to Newcastle (and Fullerton Cove via the ferry).
Cycle paths should be wider for safer over taking
Some great cycling paths but just not connected some places would be easy to connect but others too hard
Getting safely from fernleigh track into Newcastle.
Educate pedestrians
Watch off for cowboy lyrics clad cyclists
Newcastle seems to have a good start with cycling. I feel far safer riding on the roads here than in Sydney. But as Newcastle gets busier this will change. Need to really push the benefits of cycling around our beautiful city before the cats take over.
No
Make cycleways the priority, with cars a secondary consideration.
Please add a shared pathway around Lewis Oval in New Lambton to encourage cycling across it.
Linking town to fernleigh
Expand footpaths to mAKE shares szones
Make normal road shoulders wider with a smooth finish.
NCC needs to be mindful of the enormous gap between the lyrca racing groups who ride as a pack and are happy to mix their ride with traffic, and the general population of cyclists who require greater distance from traffic and some physical barrier..dads, mums, kids, and retirees. Often the routes require cycling on suburban streets to link with the next section of bikepath.
Yes, there needs to be a generous shared footpath between the Showground & Tighes Hill Tafe (Clyde St). It is very busy with cars, narrow & dangerous - it requires urgent attention.
see above
More cycle green light indication at lights, like pedestrians to get a start in front of the cars at the busier intersections. Staggered start give cyclist a chance get across and into a safer position without having to merge within intersection.

Yes separate the walker from the riders near honeysuckle drive
More free places to park bikes securely near car parks
They shouldn't just come to a sudden dead end.
Connections between CBD and Fernliegh Track
Make them actually connect, if Newcastle could link all of the cycle ways more effectively we could become a cycling capital in Australia
Between farmers market and Islington park via Newcastle tafe would be good to have bike path to join up
Better lighting at the back of Jesmond Park for bike riders, there is no lighting which makes it very unsafe even when you have a bike light
Less crossing of the road back and forth. It becomes confusing and sometimes I don't know if I'm on the right side of the road to be on the footpath or not.
More money
It's hard as existing infrastructure has not been designed for cycling so you need to retrofit. I'm not sure what the solution to this is sorry.
Don't have suggestion. Cycling not my thing.
Run the cycling paths in the vicinity of railway lines and connect them through parks or similar.
Adamstown to Newcastle need to connect
As above
Easier to read maps
More north to south bike routes
Please don't screw up the Wallsend/Jesmond route into town just because of the bypass!
Connecting Wallsend with Tighshill TAFE and through to Warners Bay.
Open up Richmond vale rail trail
Yes. See above.
Off road cycle ways to access the CBD to make it safer for riders.
Any route which come relatively close to another route and can be joined, should be joined.
As above- eliminate the pinch points
A safe route between Newcastle West to Newcastle East would be ideal
Bridges.
Require a safe connection over Styx creek Islington:
Maybe try actually connecting all of the current bike paths
Designated lanes for cycling that do not have parked cars in them. Car doors opening are a major risk for cyclists
Improving the pathway beside Nelson Bay Road between BayWay village and Taylor Road.
There needs to be a path all the way along Elizabeth St in tighes hill do that people actually living in Tighes Hill can get to Hannel st safely without going over to Maryville.
No
If I could ride safely from Adamstown Hts into City/Beaches I would. Not available at mo, there are sections but not connected.

Using the supposed green corridor as a cycle way.
Where possible, there should be more under road crossings for bikes and people on foot.
Allowing bikes on busses, but bike racks on the back?
Taking on European styles
having off road components available for the routes not just on road green "marked Cycleways" for some lengths
Do not encourage cycling around the light rail corridor, Hunter Street, King Street and adjoining streets.
more green painted lanes on the roads near designated tracks
As above
A common cycle path sign that has a unique colour, is highly visible and shows clear access where displayed.
See above
Use old tram line for bike paths.
Better connections to the valley areas
Mayfield to Throsby cycleway
Don't be scared to make the connections longer if they avoid main roads.
See above.
Please don't destroy too much of the wetlands to build the cycle route through them.
Improvement in connection on the new areas in Maryland and Fletcher
Connecting the cycle path at the stadium over the railway crossing at Clyde st to the parks at Islington
Look at alternatives- for example the Newcastle end of the fernleigh track could run down the side of the train line to Broadmeadow and then Hamilton where it could join the cycle way there.
Shared footpaths going across side/cross roads is difficult to negotiate, usually means a very stop/start trip, and cars ignore bikes on these intersections
City to Broadmeadow
The "humpback bridge" on Maud st needs a safer crossing for riders and pedestrians. It's so narrow a person walking alongside their bike could easily sustain an injury to the knee or leg. The large steel post protruding into the walking space present a very serious hazard.
A bicycle lane between the city university and the interchange, parallel to old rail corridor. Would reduce number of commuter cyclists (in a hurry, traveling fast) on honeysuckle boardwalk.
don't just have bike lanes come to a random end in busy traffic area with no alternative paths.
Complete arterial cycle way connections. Too many disconnected components.
Dedicated on road bike lanes connecting Newcastle to Lake Macquarie. Please :)
Cycling highways on common routes
More bike lanes
Navigation systems should include safe cycle routes
Earlier ferry to meet trains for work etc
You need dedicated feeder routes from the suburbs to the main tracks that feed into the City for people to feel safe to ride to work, university or sightseeing.

Lool to other citys and countries that have implemented this well
allow cycling on footpaths for adults
Increase the cycleways budget
There should be secure areas to lock up bicycles at train stations, especially Hamilton.
Nothing other than the obvious....making sure there is connectivity between cycling routes
Bright marking that both cyclists and drivers can see clearly .
Separate bikeways to roads
Safe riding between Beresfield and Tomago
What cycling routes?! There are hardly any.
Safer crossing points
No
Putting the separation between cyclists and cars on city road has made getting to the fernleigh track so much safer.
More shared paths do that families can ride from New Lambton to harbour
Cycle paths that go through multiple stop signs such as those in Cooks Hill are pointless and frustrating. Cycling pathways should flow and provide easy routes.
More cycle lanes on roads
Richmond vale rail link please
No
Dont make them shared paths because pedestrians are nasty
Implement the cycle strategy
Off road separte cycle paths is the only safe option
the Shared path at Alder Park connected to the shared path on Jellicoe parade by installing a shared path along the Styx Creek
The only cycle routes I know are honeysuckle, fernleigh and around the lake.
To connect the Fernleigh track to off road bike path to Newcastle city
I only use the Wallsend to Glenrock cycleway which is as good as it could be I guess.
Shared footpaths
An online app- with a map
Research areas with successful bike routes, see what may work here.
yes introducing more cycling lanes
Get on with getting the job done.
More off road cycle paths
More share path ways
Clear signposting and direction of where the next tracks are when a shared path ends. All shared paths don't seem well thought out as there are big gaps between where the next ones are.
From Adamstown end of Fernleigh to town. Also Charlestown could be connected to Fernleigh.
Convert selected two-way streets into one-way streets which will allow two-way cycle traffic on half the street.
More availability of maps (for the first two years of living in Newcastle I wasn't aware there even were cycle routes). Having signs in parks with maps of all the cycle routes could be useful.

Signs and maps indicating where cycle routes begin and end
The path along the water in Maryville needs to be wider or have an alternate route for cyclists. Overall better connectivity for the path from Islington to the beach. It doesn't really flow and cyclists find it difficult to use when walkers are there.
Newcastle is a peninsula - we need to pick one major artery to the end of that peninsula (preferably without hills (eg king street) and pedestrian clashes (eg foreshore) and build a wide, dedicated, separated bike lane. Hunter street would be ideal, such a lost opportunity when light rail works were done.
Off rd route to the university bypassing the hill
Extend existing paths, eg the Fernleigh track is a great piece of infrastructure, but it just ends, and then you are left to your own devices - at both ends.
Physical separation. Even linemarking is helpful.
The crossing at the adamstown end of the fernleigh track is particularly dangerous, with cars exiting the roundabout or coming downhill to the roundabout. there is also frequently gravel and debris on the shared path at this junction causing further issues
Need to connect Newcastle West to Broadmeadow/New Lambton
separated cycleways where practical - additional signage
yes, how about you just connect them.....it is pretty obvious really.
Dedicated cycle paths, remove parking to put them in.
get rid of the fake bike paths - painting a white line on the ground or a picture of a bike does not make it safer.
More off road or sperated cycling paths
More signs eg lack of signs going wallsend to jesmond
Connect Adamstown to Merewether and Wickham
Being able to connect with less need to be on a shared road with other traffic
Better signage and road markings
Fernleigh Track to town via glebe. Stockton to Port Stephens needs a continuous path on the shoulder.
Dedicated cycle lanes should not just suddenly disappear into the general traffic without adequate warning/alternative cycling options.
Allow riding on footpaths to facilitate negotiation of dangerous sections of road A reserve in the middle of Glebe road at the Teralba road intersection to allow crossing at busy periods
More dedicated bike Lanes on roads so that cyclists feel safe and will not ride on the foot paths. This happens a lot in Newcastle West and it is dangerous to pedestrians.
Finish off route 6 properly, fix the Maud Street underpass or put in bike lights as a temporary fix until the underpass is completed. Finish the Honeysuckle harbour foreshore section.
- Solve the Queens Wharf issue. - Mark 'keep left' directions on all shared paths to avoid conflicts with pedestrians.
Increase shared path with clear marks on ground.

Wallsend to Jesmond and Broadmeadow (Newcastle Showgrounds) to Islington (TAFE).  
These are the only two sections missing dedicated cycleways/shared path that would eliminate a need to ride on roadway between Glendale and the CBD.

Have cycle paths on the left of parked cars.

Separate cyclists from pedestrians.

Safety please don't just paint a bike on the road that the cars drive over and don't even see.

Yes. Make a bike Lane everywhere and make a rule that the bikes have priority.

Separated cycleways connecting Western Newcastle suburbs with the city, and from Merewether heading west (Glebe Rd region)

Make better use along the sides of Styx Creek which can join Fernleigh through to the city.

There needs to be safer and clearer connections between Newcastle and surrounds with the Fernleigh Track as well as with Newcastle Uni.

Connectivity only will happen if it is planned for and the people responsible for infrastructure upgrades are not only aware of it but have the desire and the means to implement it. Too many projects e.g. intersection improvements concentrate just on the proximity of the intersection without looking on overall connectivity.

more separated bike lanes that are connected for cyclists

Pathway alongside the canal at Lambton to Hamilton to be widened as this is a main thoroughfare for cyclists, walkers and families with pets.

Also please delete the bicycle logos on Maud Street. There's nothing safe about them.

1. Bicycle bridge from Jellicoe Road to Newton Street in Broadmeadow.

I feel as though they are all well connected. There are some connections that require waiting for extended periods to cross roads, Eg. Kotara cycleway onto Mackie St, especially at peak times. Apart from that they all feel well connected.

Give cyclist priority over parked cars.

The roads can accommodate cyclists in a dedicated lane if on street parking was removed on busy roadways.

New dedicated shared paths to be developed. e.g. between Newcastle Showground and Islington Park.

New Lambton to Newcastle City with safe pathways

Use the land around the light rail to open up for cycle paths. And close some small streets off to traffic

Yes have more that join and more off road paths and more people would be likely to cycle

More cycling routes taking back streets so we dont have to ride the main roads.

More separated or off road paths.

Living where I do I would love to see designated cycle routes from the city to the hospital, and to the highschoools as our kids ride to highschool (Newcastle High from Hamilton) and there is a lot of traffic on the road.

Cleaning up shoulder on link road.

Cycle lane or marking through Belmont bends.

More side of road marking and space for bikes

More cycling specific routes and paths in Mayfield connecting to Fernleigh and Islington Park

As above, connect existing bike paths. Even if it takes you slightly off course. Its safer and more manageable than switching between path riding and road riding.

Ensuring they are easy to access and off roads as much as possible.

Upgrade the fernleigh track to continue along Glebe road. Have the track terminate at a better connected, nicer destination.

The improvements linking the end of the cycleway from the stadium to the showground are effective. Wide, separated, well-marked, with cycle friendly crossings. This kind of approach from the showground to Islington Park would improve cycling. Around the beach, there are still several 'squeeze points' such as the one around Queens Wharf brewery.

I've loved cities that have dedicated cycling routes like Boulder, Colorado.

Clear maps online of routes and what kind type they are ie on road, dedicated lane, shared path, etc.

Spend some money on developing Glenrock Conservation Area for mountain biking both for local users and as a tourist destination. It could be one of Australia and the worlds leading mountain biking destinations if a decent amount of money was spent on it.

More of them, and not just a cyclist line drawing painted on road

Physically separating bike path around Hamilton, when travelling from city to fernLeigh track.

Create a cycle network reat is connected and gives a longer distance ride as well as allows a safer commute

More road signs and cycle way maps around Newcastle

More cycle specific lanes, whether the be off road or separated by a physical barrier from the road

I think the paths need to be made wider. Almost 4 lanes so there's enough room for a cyclists and walker to be in their space. Riding on the fernleigh there's nothing worse than a group of 30 bikes flying past you

Inner city - it would be great to be able to use some of the rail corridor

As above!

Would be great to see more thought put into how kids can ride to schools like Merewether High School which don't have special school buses... Kids should be safely able to ride to school if there is no school bus

Keep adding separated and off road cycleways to the network. For example, the grass verge on western side of Maitland Rd between Maud St and Wallsend Rd in Sandgate should have a cycleway.

Cycling lanes near and around the airport

Please see above. (Connecting cycle way from fernleigh loop to Merewether beach.

Basically connecting all existing cycle

Paths would be good

Wider and more obvious paths

Better of road or seperate or shared paths from showground to city or Islington

Creating exclusive bike paths throughout Newcastle. This could be along new parts of wharf. A necessity given how the city is moving away from car travel

We need a connection from lambton/new Lambton/Broadmeadow into the city centre.

make it easier to navigate from the fernleigh track down to scenic drive and the start of the bathers way
Using separated or at least marked cycle lanes on roads to connect cycling routes would be great.
Majority of cycling routes should be separated off-road pathways. Inner city cycle routes need to be separated from road & light rail
tough question. I suppose whatever money you do have for transport projects should be made clear. Connectivity isn't the silver bullet, the type of cycle way really matters if we want modal shift from driving. Let's reclaim parking spaces for active travel... that will help connectivity of east-west for instance.
Cycle way on the opposite side of Throsby creek . Re purposing old train /tram lines . See previous suggestions
Melbourne has well maintained and safe routes right through the city and into the surrounding suburbs. When you are in the road using dedicated cycle lanes you feel very safe. Driver mentality is courteous as a cyclists. The better the infrastructure, the more likely use will increase and we will learn to tolerate each other in safer, positive ways.
A continuous pathway from fletcher to the city, via the uni would be awesome
Please investigate using existing creek/drain routes to extend the current shared path network. And create bicycle lanes on all major roads
More designated lanes on main roads that connect
Making cycleways interconnected allowing non road riding to more destinations.. Not merely Fernleigh track and the CBD
Widen footpaths to be shared routes to help connectivity. Utilise bush routes.
Physical separation on roads which take the most direct route
more cycle lanes on roads connecting cycling routes
More marked lanes, or even protected barriered off lanes like on John parade
There needs to be a safe crossing for Cyclist on Glebe Road at Adamstown. You shouldn't have to take your life into your hand to cross it safely and because there is no safe crossing crossing with children on bikes is almost impossible making access difficult Bailey Street Adamtown needs a footpath where people who driver to the area and local residents can access the Fernleigh tract safely instead of having to walk or ride on Bailey street to access the fernleigh track
Provide dedicated (safe) cycle routes that leave the great tracks along honeysuckle eg provide good linked cycle paths from Honeysuckle, through Newcastle West/Cooks Hill to Parkway Ave, this will link the Honeysuckle all the way to Bar Beach for cyclists
Online maps or an app as google/apple maps does not have a cycle selection only walk or drive I'd rather cycle on separated cycle paths or shared paths and avoid risking the traffic altogether.
Well, the cycle routes that exist only take you in very specific directions. How about making them generally more abundant and safer.
Separated pathways; either on the road from motorists, or from walking traffic. Keeping them separated ensures a safer route & would be much more encouraging for cyclists.
Link the end of the Fernleigh track in to honeysuckle with off road paths or separated cycleways

It's tough to fix missing links without it being a huge cost.  
Maybe the best way is to reduce the waiting time at traffic lights, eg at Hunter Stadium and near the entertainment centre!

A paved cycle way in Glenrock conservation area would be welcomed. If possible, a separated cycleway on City Road would also be good

More connections, incl. more separated bike lanes on major connecting roads (eg. Tudor st/ Lambton rd, King st etc.)

Utilise rail & utilities & storm water corridors for connecting off the road system

Improve signage and communicate the routes available.

More, regularly maintained trails.

Connecting the ferneigh track to the warnersbay loop.  
turning glenrock into a proper mountain bike park

Bridges or tunnels rather than crossings

Some routes are connected by quiet streets - would be better if they were all connected with specific dedicated cycling lanes

It would be great if the cycle way and associated signage didn't just end without an alternative route. An example is around Tighes Hill, Maitland Rd near Henry St. near the TAFE.

Try to connect all cycle routes at least at one point so that a large number of destinations can be safely reached by bike.

Proper bike lockers at stations, not just bike racks.

Crazy current situation of having a cycleway on either side of road, but a pedestrian only crossing in between needs to be addressed. It is just bait for police action.

More cycleways

Also more information on safe routes between cycleways on quiet back streets

I think in general, cycling routes must have a buffer zone between the bicycle and the passing vehicles to be successful. I think our culture is very car centric ... so in order to get the more novice people out and about riding a bike these kind of safe connections are important if not vital to the success of bicycle paths being used.

additional line marking specific for cyclists to see where to go at path junctions/end of a cycleway or shared path

Better signage and/or availability of cycleway maps would be a start

See above and also a "LOOP" from adamstown fernleigh track going to merewether - bar beach - main beach - honey suckle - islington - broadmeadow to Fernleigh again. No brainer. Most of it already done by stadium/honeysuckle and beaches, just need to make the connections complete. This could then go to Uni!

Proper lanes for bikes on roads. In the Netherlands their policy is pedestrians first, cyclists second and motorists third.

Remove light rail

Dedicated cycle paths

Suggested, marked or signposted long distance trails linking up existing or new trails.

Make all cycle routes. Avoid the roads.
More designated cycle ways with increased connectivity
Establish separate cycling lanes like other countries.
There is no safe connection for residents of New Lambton Heights to join with the main cycleway into town. I do ride into town often via the JHH campus and through Jesmond but again there needs to be a separated cycleway along Lookout Road to facilitate access to the city
Get a Transport Plan which was supposed to be done and delivered to the Public yesrs ago now. The plan to the new Council Chambers got done quickly! Go figure!
The Fernleigh Track has become very busy with much more activity. With the health benefits from these types of paths there is a strong argument to develop another path similar. There was talk of one going out to the Hunter Valley. I know the Fernleigh is to be extended but that will do nothing for the overuse in areas where there are access points.
remove light rail. have a dedicated cycling lane down Hunter Street connected to the foreshore cycle way iin at least 3 places
Connect Showground to city via Islington with shared path to Islington. Shared path in Rankin Park to connect with shared paths.
yeah, connect them. the bottom of fernleigh track just ends at the round about. more traffic through there now than in the past.
Link them all with of road. A painted lane on the side of a busy lane offers no protection.
More off road routes, then join them together
Signed and marked routes through back streets between pathways/shared areas.
The access to Fernleigh track is not safe riding. Perhaps cycle lanes on the major roads could be included.
Make more of them. Encourage employers to have end of route facilities.
Use storm water drain corridors and inner city rail corridors to create more bike paths.
Cycle turning lanes. When turning at lights, they don't change if there is no car waiting. If we had a button to press similar to a pedestrian button for the green turn arrows it would be a big improvement .
Just get on and do the work. Also, when you make a commitment to build cycleways, then do it. Eg of bad example is the Light Rail showing cycle ways in the plans but deleting them from what was finally built.
Connected routes physically separated from roads
The most frustrating thing imaginable are those painted bike lanes that just end all of a sudden when the road narrows or ends. Cycle/ pedestrian overpass ramp at King Street near Market Town or at least just some cycle infrastructure in that area.
More emphasis should be placed on cycling as a form of transport, not for recreation. Meandering shared paths might be great for a family bike ride but do nothing for a cyclist want to get from A to B.
More informative and accurate signage.
More signage as to how cycleways connect to each other. On a website yes, but along the tracks absoluey

Connectivity is ok the width and surface condition needs work
More bicycle-friendly lanes and routes, to encourage people to ride.
More bike routes to connect would be a great start that are actual bike lanes/paths
The signs are good that say how far to a place. Maybe more signs that say how far? Like a count down every several klms. A map of which track links up with which other track?
Connecting CBD to Fernleigh Track and the university with more cycleways
Green cycle lanes continue and are longer than a few hundred metres at a traffic light intersection
Better signposts. Better information on routes online.
connect John Hunter Hospital to R4 at Kotara South. Mackie Ave joining R4 to Fernleigh track is in shocking condition.
getting from Hamilton near the racecourse to link in with bike paths near the stadium - its very dangerous
We need a route from CBD through to Merewether and Adamstown, which is not easy given the width of local roads. Perhaps The use of on road lane along Steel St, Smith St, Turnbull St, Darling St, Teralba Rd, Glebe Rd, then up to Adamstown Station.
Lambton park cycle paths (near farmers markets) -> Islington Park cycle path Lambton park (@Lambton park hotel) cycle path -> Croudace St cycle path
From Broadmeadow to Islington there is not path that connects. I'd love to see the Islington path connect towards Broadmeadow and Fernleigh track
Link Fernleigh track to Islington cycle way to university. Link cycle ways in town to Glenrock bike tracks.
Yes need to develop clearly marked & legally compliant cycle lanes & signage clearly visible by cyclists & car drivers
Visual signage , markers , that makes it easy to navigate and supports people in SEEING the cycling opportunities in our city Visual visual priority presence
Nice if fernleigh track went further. Nice if other areas had similar tracks,
As stated above near hexham bridge. This area is dangerous. I think extending bike lanes from the end of the fernleigh track would be a good idea and would encourage people to commute more on bicycle to work
Please draw up shared cycle lanes/pedestrian everywhere to educate all to share the pathways.
Sharing is not working unless the pedestrian pathways are much wider and sharing the roads with cars is super dangerous. But policy makers keep dreaming!
making use of rail corridors and including cycleways as a key consideration in all local area upgrades
Don't have marked cycling lanes on roads just suddenly finish/disappear without apparent reason or warning
Extending Fernleigh track into city would be good. Completing the Scenic drive as separated path

Connect Fernleigh track to the cycleway near St Pius to Adamstown Heights, approx. 200m Dedicated cycle way through Blackbutt
Need to connect all areas with dedicated cycle paths (or shared with pedestrians)
More off-road pathways with longer distance
Fernleigh track needs to be extended or connected to the city and beaches safety. With designated off road bike tracks- from Adamstown into the city is too busy for the cycle way to be on road.
bike Lanes between cycling routes (main roads)
where off road facilities are economically unacceptable, install marked and green painted cycle lanes. and encourage the NSW Police force to enforce the law irt to these lanes.
No but I would like to see more feeder routes into the Northern end of the Fernley track. Perhaps off road tracks that feed in across the suburbs.
Need connection between kotara south and Charlestown. Dedicated cycle path between Broadmeadow and Newcastle foreshore via Hamilton and honeysuckle rather than diverting through Hamilton north, Islington and Maryville
forward planning when developers submit pans Merewether to the River pathway
Separate them from cars & pedestrians
Build more!!!! Every time a new road is built make it mandatory to plan cycling routes
Significantly more off-road paths linking suburbs with beaches and CBD. Significantly more off-road and separated paths within suburbs.
Allow cycling in Blacksburg Reserve. Connections for suburbs to City and Fernleigh Track
More shared paths, dedicated cycle lanes
That I can recall there is currently 1 proper off road path into the city(Islington to honeysuckle etc). Another separated path is necessary to link the rest of Newcastle to the CBD. Possibly going back toward Adamstown to Fernleigh.
Clear signage would help for one particularly where routes commence or are broken for no apparent reason. Newcastle's topography, social facilities and sites should attract cyclists for holidays. Instead they do rail trails in the middle of nowhere or visit Canberra to ride
Connect Fernleigh track to the city Use rail corridor to connect Adamstown to central Newcastle
Wider lanes more cycle ways
I know it's hard to try and separate bikes from cars, especially in a city where cars rule the road and roads were designed for cars, but more emphasis should be put towards building separate lanes on road where possible ie, no parked cars sharing bike lane..
What cycling routes? There are a few in low-traffic areas, but commuting is a joke
The R6 is excellent except for the horrible connection at Maude St, No easy way to cross very busy road croudace rd next to elermore vale shops
Newcastle to the Fernleigh track at Adamstown would be good or Newcastle to the Callaghan campus of Uni.

Many unsanctioned mountain bike trails have been removed and as Glenrock MTB park is NPWS funded it remains poorly maintained and under-developed

A lot more off road bike paths with good connectivity.

Fully Off road cycle ways connecting city and o the university.

Newcastle drivers are very unfriendly toward cyclists

Just connect them together ASAP.

Connect all paths around Lake Macquarie with Paths to the University and then all they way into town. Make sure they connect and link instead of randomly stopping.

Cycle lanes could be built along the sides of existing stormwater channels (Throsby Creek/Styx Creek) further out into the suburbs (Mayfield/Waratah).

Make darby one way and have a full lane dedicated to cycling.

Use old railway lines like the fernleigh track. Make cycling the forefront of urban design so that roads, places and transport are connected through bikes and not cars.

A lot more designated cycle paths. Like Canberra.

Connect them without having to ride on road

Adamstown to Broadmeadow and city

Keep cars and bikes separated.

Avoid putting a bike lane next to a line of parked cars. I've had instances where people have parked with their side hanging out in the bike lane forcing me int live traffic, I've been cut off by someone trying to get into a park, and I've had car doors flung open in front of me.

Widen the key paths and make road crossings safer.

Have separated bicycle routes

connect them? why aren't they connected already?

dont have stop start routes, have dedicated crossings (underpass, overpass etc),

Remove car parks along connecting routes and add bike lines

Personally I would like to see a cycle way extend from Jesmond to reach further through Elermore Vale and connect with the Wallsend cycle way that can lead you out to Warner's Bay

More separated on-road cycle lanes would be the easiest/most efficient way to increase connectivity.

However separated lanes need a physical barrier from cars to advertise safety.

More dedicated off road or completely separated paths needed

It would be great if shared paths could be constructed next to or over existing railway lines and / or stormwater drains / creeks to provide residents with safer and more direct routes to various locations. So much of the city is relatively flat, so it could be so easy for people to start undertaking active travel.

More specific bike paths.

On ground markings encouraging people to keep left on shared paths (e.g. Fernleigh track style) to improve the ability to use the paths for commuting.

The top of Scenic Drive is difficult. The cycle lane stops and there is no connection between it and the cycle way on City Road.

There is no cycle access to or from the Glenrock Reserve area, at Gun Club Road, if you wish to ride there from Charlestown. The road is narrow, there is no footpath on the Eastern side and the traffic is heavy.

Better signage indicating where the cycleways link (if they link at all). Signage to demonstrate that pedestrians should not walk side by side with children & dogs, taking up the full pathway in both directions. Signage to warn cyclists to ring bells when approaching pedestrians.

More separation from cars and better maps perhaps available in an app.

Dedicated cycle lane on Hunter St or old rail line

Just simply build many more cycleways, why is it so hard, other countries & cities do it ....

Upgrade roads with cycle lanes or install new shared paths between areas

recognising that sharing a path with pedestrians isn't always the best option. Dedicated cycle routes are.

interfacing with intersections to give bikes in motion the priority not the cars turning into these roads. eg cars turning left and right at roundabouts while cycles are going straight.

Connect them! Install more maps along cycle ways so cyclists know where they can access other bike paths.

Having more connections. It's not possible to have a cycle path on every main road but the more major sections linked by cycle paths the better.

Furnleigh track should connect to Warners Bay track.

Have a cycle path or on road cycling section up to Nelson Bay.

Actually connect them.

Clearer marking of connecting routes between cycleways. There are several routes that connect well in one direction only as they funnel onto divided main roads.

Separated cycleway on Lambton Road outside Hunter School of Performing Arts to connect Broadmeadow with New Lambton

Cycle bridge at Mackie Avenue at Jellicoe Parade as road curves and narrows making dangerous for cyclists

Safe cycle crossing of Brunner Road Broadmeadow near where multiple routes intersect

It would be good to have a designated route from Mayfield that gets you to the cycle path through Islington Park. It would be good to improve through Tighes Hill TAFE through the Clyde St level crossing, I thought further improvements were planned there? Designated cycle way from Hamilton or similar to beaches.

A shared path from Adamstown into the city. Connection from surrounding suburbs to the Glendale to Jesmond bike path.

Clearly mark continuous bike lanes along routes or develop shared paths.

Educate cyclists re appropriate speed on shared paths- this is an issue along the harbour foreshore.

Do something about the large roundabouts. Improve direct routes to the city if you expect people to commute to work and study

Provide a sensible way to get around the back of Queens Wharf and Rydges,

Build the proposed cycleway shown on the Council's cycleways map. In particular the Shortland Tarro Trail.

Upgrade the medium and high difficulty cycleways on the same map with separated cycle lanes.

Implement a safer environment for cyclists at the New England Highway/ Pacific Highway interchange. Separated cycle lanes are required where the New England Highway is 3 lanes. These could easily be accommodated in the area designated for a footpath.

When bike paths cross from being off road or shared paths to on road make it clear to cars that bikes are also travelling along the rd.

Better crossings / turns around high traffic areas

More separated bike lanes. More bike paths. Avoid starting a marked out bike lane only to have it vanish on a main road

Linking Broadmeadow showground to Tighes Hill tafe and Islington park by off road cycleway

Keep going AND don't just make it that 'magic line' on the side of the road that some drivers ignore / the road isn't wide enough / people getting out of cars don't doublecheck before opening their doors

All physically separated cycle routes would be much more useable if they formed a network. We have some great cycling paths but it's all a bit disconnected. A cycleway along the length of Park Avenue Kotara would link Fernleigh Track, Kotara shopping centre and railway station and a large childcare facility with catchment of the quiet and cycle friendly streets which run onto Park Ave.

Ideally there would be separated lanes or shared paths connecting the Adamstown start of the Fernleigh Track and both the Harbourside area and Bathers Way. A safe connection from the bike path at Crosby Creek (Islington park area) to that Adamstown Fernleigh track trailhead would be a vast improvement.

Use of the land that runs beside all rail lines as dedicated cycleways. There is enough room to do this and it would connect a huge amount of Newcastle safely for cyclists and pedestrians . This has been done very successfully in Melbourne

More bike lanes connecting routes.

Also bike lanes separate from parking, it is very dangerous when cars open their doors

Improve directional signage. Access Strava data to confirm the most frequently ridden routes and prioritise improvements on these routes.

Why is there not a physically separated cycle lane on Honesuckle Drive? why no lanes on Hunter st?

When is the shared waterfront pathway going to reopen to the public instead of being blocked off by private developers.

Seperated cycle ways, more bike routes. Like Fernleigh, but around our coast line.

Link the bike paths and dont expect riders to suddenly transition to a road with a simple bicycle symbol as if it is an actual path.

Properly interconnect them, implement new dedicated push bike routes

Detour around the brewery/ ferry terminal is so poorly designed, connection for fernleigh track from Adamstown into CBD or any suburb north is awful

Create and prioritise clear routes - not just on road... either shared or separated from road.

Something needs to be done about crossing the Hannell St round about to cross over to the shared path along the harbour. Many residents live in Maryville/Wickham and Islington who have to cross that road each day on their bike to go into the CBD. While the shared path along the harbour is safe - it's getting there. Something needs to be done to connect cycling routes and avoiding main roads.

Please connect Showgrounds to TAFE

Please move crossing of Bruncker Road to safer pedestrian crossing at Des's food store.

Please provide better crossings of Glebe Road

educate the drivers and create a learning platform - safer roads and marking clear for the drivers to see cyclist

Glenrock mtb park trail system extended, and trails refurbished from my understanding this trail system is being managed by a volunteer with little to no help. For the benefit this gives a large amount of local and non local riders I feel if more money was put into this park it would attract a large amount of tourists to Newcastle

I invite you to look into the town of derby and the role mountain biking played in elevating that town

High level trails bring tourism dollars and currently I believe Newcastle is missing out

Cyclists will be safer without the fake bike lanes, the white bicycles stenciled in the door zone of parked cars. These are unsafe to ride in as they place the cyclist between traffic flow and sudden open door hazards. This leads to unpredictable movements by cyclists if they ride in these zones, requiring sudden movements into the traffic stream. The fake bike lanes create confusion and resentment for motorists who are presented with a message that cyclists should be riding in the fake lane and not on the road. The road is actually the far safer option. Paint these bikes on the road, not the door zone in the shoulder.

Our family lives in New Lambton. We like to go on family bikes rides into the Foreshore. At the moment there is no connected bike path all the way into town. Particularly at Hamilton where we need to traverse back streets and foot paths to connect to path from Islington. There are a lot of shared paths around newcastle, but they just are not connected for safe trips with young children.

Remove on road car parking for one side of a road and create a dedicated seperated cycleway. On road car parking could also be seperated, with a cycleway adjoining the footpath.

Designated paths, wider paths, better signage connecting cycle routes.

Connect them. Dont have 'bike lanes' that are just a picture of a bike on the side of the road. Dont start and stop bike lanes.

Shared pathways that actually connect and do not require unsafe cross of busy roads

Deticated shared cycling path into Newcastle beach area from Hamilton/broadmeadow area. (If there already is maybe more accessible information about cycle routes)

To me there are two distinct aspects to cycling, the commuting aspects and the recreational/tourism aspect. While these aspects are related the factors affecting their success are somewhat different. Construction of the Richmond Vale Rail Trail would be fantastic addition to the recreation/tourism aspect. Having been to New Zealand earlier in the year and ridden a number of the rail trails there (and seen how popular they are) I believe that the Richmond Vale Rail Trail would be as good as any of them.

As a regular rider from Newcastle to the Raymond Terrace/Morpeth area, an dedicated cycleway towards Hexham, Maitland and Raymond Terrace would be ideal.

More cycling lanes. The existing ones are very small, close to parked cars and not very well connected at all.

Separated bike lanes in the city. Broad meadow to Islington needs paths or lanes, maybe follow the drain or train line

A Shared Path connecting Clyde St and Chatham Rd. A shared path at Lambton between Howe St and Pearson St at traffic lights.

Connect paths of different 'levels' together. I.e. an 'easy route' needs to be connected to another 'easy route', it should not have a section of 'more difficult' or a section of busy road in between. One small section of busy road can easily put people off who are beginner riders and/or concerned for safety. Connect the Fernleigh track with the Islington park to foreshore cycleway. A long, continuous, off road route all the way into the CBD would put Newcastle on the map as a cycling city.

Designated areas on roads with no physical separation do not feel safe at all, and many drivers ignore them, and park over them. Please make all of these physically separated. Please also work at connecting many small rides into more connected routes so you can ride across the city safely.

Wider bike reserves, connecting the bike reserves all the way and not stopping and starting them. Look into more ideas of sharing footpaths rather than needing to change the kerb and guttering to widen a road. Most of the time there is plenty of potential shared pathway with the right signage could be transformed. (See simple and effective signage used on fernleigh track)

Always, always consider cyclists access and safety when modifying or building new roads. Maybe the planets should ride the routes themselves with their children when they are evaluating the connectivity.

Separated or designated paths. Fernleigh track has been a great use in our family so paths like that which connect together would be great but there needs to be more emphasis on the off road mountain bike park options as it is continually growing in Newcastle and the Hunter

Put in actual cycling routes. Newcastle harbour to Carrington is a good start but is more recreational than practical. You want people to cycle rather than drive so make it easy for them. Look to Adelaide for what they have done in their city centre.

Need a quality off road link from Wickham to Bar Beach and Mereweather

Having all of the paths actually connect is a good start. Also allowing 1m for an on road bike path is ridiculous. Trying to ride along Hunter Street is terrifying. You're either trying to dodge cars driving too close or a car door flinging open and taking you out.

Actually make them connected.  
Make every councillor try and cycle our city!!

Longer safe off road cycle ways connecting more suburbs

Connected cycle paths through moderate terrain for families to use. I.e. scenic drive is not a safe way for families or independent children to cycle to the beach. Neither are main roads.

Linking of cycleway/ shared paths. Many just stop at intersections and fail to continue at main roads where cycling on roads is not safe.

Yes, improved signage on the side & on the roads themselves around Hamilton South to the Hunter River / Honeysuckle foreshore area.

Better maintenance of shoulder areas and growth. Also more designated bike lanes

Additional shared paths away from traffic, or separated bike lanes along roads. This will produce the best outcome and reduce doors opening from parked cars, reduced driver frustration due to riders sharing roads.

Town to Hamilton and Broadmeadow School routes - so students can get off roads e.g Glebe and Bruncker road.
End of fernleigh track (near adamstown train station) to anywhere! No direct safe route to beach or shops from there nor towards lambton or John hunter
Newcastle feels to be full of 2km long bike paths that are then seperated by a strech of main road without a cycle lane. Take Jesmond park to lambton park for example. A dedicated, continuous cycle lane from wallsend to the city center would be eminently useful to me
Better connection to get to wickham from honeysuckle. Cycleway on Darby St would connect suburbs to the CBD and beach for commuters and on weekends
More dedicated cycleways and marked or physically separated cycleways on roads.
Consider the commutes with potential for highest uptake and best aggregate effect. Every morning there are a large stream of cars containing people in uniform, public service and contractors, who travel from Newcastle to Williamtown and the Newcastle A/P commercial precinct for work every day. This footprint and attendant workforce has and is continuing to become larger as the base and supporting contractor zones evolve to support our new 5th gen capabilities, but there has been no discernable or commensurate investment in cycling infrastructure to support.
A few examples: Clyde St between TAFE and the showground (noting that there were some geometric improvements at the level crossing recently - but the rest of the route is very hazardous, particularly during heavy traffic periods). Continuity for cycling around Queens Wharf. Between the eastern end of the Uni cycle way and Waratah Station (basically Maud St crossing plus bridge on Maud Street). At the Regal Theatre Birmingham Gardens (between cycleway end from West to the University).
Look at using services corridors in designing cycle routes Eg old rail corridor, water pipeline corridor, gas corridor
Maybe use some of the old railroad into town, now replaced by the light rail, to buikd wide shared paths?
Some great separate bike paths exist. Get to them by bike can be difficult, in particular with a young family with young and inexperienced riders. For example there are great paths starting at Islington and Fernliegh track, however getting there with young family by bike in particular if you look at the areas and riding conditions around train line across Clyde St Tighes Hill and Adamstown train station, having to mix with road traffic in tight and blind areas is difficult part of the journey.
Construct wide , shared path cycleway between tafe & showground . The section from waratah station that runs behind callaghan college Waratah is great for avoiding that section of turton rd but it doesnt link to anything apart from more suburban rds .
University -> newcastle baths -> mereweather -> hunter stadium/fernleigh This is a broken and incomplete path in terms of cycling lanes forcing road sharing with cars which can be very dangerous.
Fix Honeysuckle and Shortland Esp Heading south. Stop worshipping cars!
Clearer markings, more separated cycling routes. Less fake bike lanes.

Yes.....definitely need more marked on road cycle lanes so cyclists DO NOT have to use shared paths. Shared paths are far more dangerous for cycling than the road but unless you ride a lot you wouldn't know this. People walking do strange things when they hear a bike and in particular if children and dogs are involved.

Creating connecting paths through bush land, across waterways and across roadways.

Extend Fernleigh Track past Adamstown Station into Hamilton and Newcastle

Connecting Wallsend tram line on both sides. Possibly into Wallsend park.

Linking path down Hillsborough rd utilising current inner city bypass bike path infrastructure.

Connecting Callahan University paths through to Jesmond park. There are some great safe sections but nothing seems to link safely.

Connection from Elermore Vale to John Hunter and Broadmeadow.

Hunter / King St corridor.

From Minmi through to wallsend Via Fletcher.

North end of Woodford st Minmi to Stockrington road needs a path or a shoulder to make it safe for cycling to Lenaghans Drive.

Use the rail corridor, extension of paths to Beresfield, safe paths to Warners Bay

Whenever you rebuild a road, consider a dedicated Bike/Walk path 20m seperated from the vehicles.

Perth has a dedicated path that extends south and also along the beaches. (long)

Sydney has a dedicated path that runs along the edge of the M7 (40km)

Newcastle, why wasn't a bike path integrated to Williamtown Airport?

Wider shared paths. Connecting cycling routes more with shared paths or designated on road cycle sections

In terms of commuting cycling from city to Broadmeadow/Hamilton/Adamstown could be a little safer feeling as Turton Road and Pacific Highway are quite busy and hard to avoid while cycling.

Clearly marked and advertised cycling routes, cycling education, perhaps a specific app based on cycling routes and how to incorporate public transport into the mix would be great.

Wider foot paths. Create shared area. Away from traffic

Get some cyclists to give feedback. It's very difficult when cycling and a lane just disappears and this happens often.

A lot of routes are too short and there just aren't enough of them.

Signage or info etc as to where the routes are, I live in East Maitland and cannot wait until I can ride from Beresfield to Newcastle on a dedicated route.

Further signage along with promote online and around the city.

Utilise rail corridors for bikepaths if possible.

Education for pedestrians not to walk more the 2 abreast taking up the whole path.

Colours line marking maybe blue or pink, orange to mark cycle routes.

Make either King St or Hunter St a separated cycle way

MAKE King Edward park a park with a bike lane Not a giant car park eg connecting the top of Memorial drive to the beach by removing park cars in KEP and put in a cycle lane

Perhaps more signage/markings and cycling maps for the uninitiated??

Cycling routes for kids (and parents) traveling in to schools from surrounding suburbs - the roads are so busy (with distracted and rushed drivers) before school, that it feels too dangerous to ride with little kids. It would be great to have more dedicated bike paths around Merewether leading into The Junction.

The road route from Maitland to Newcastle is our most congested road. It is flat with plenty of space on the sides except for the bridges. It would be a great ride if it were safer and riders could be more segregated from the traffic.

Yes. The planners themselves should cycle the routes before a design is approved. What looks good on paper is not always practical.

An understanding of how cyclists ride, eg choosing lines, avoiding stop starts, avoiding obstacles, preferring smooth surfaces is important in design considerations. One example is the showground link through to Tighes Hill. Another is Mackie Avenue as the official bike route instead of Kings Road, the surface of Mackie is very rough, unpleasant and dangerous to ride, the parallel Kings Road surface is excellent and the road has fewer intersections and is much safer

See above. But this is not a popularity contest. The overall plan was done and costed way back in the 80's. There were and are methods for prioritising biggest bang for buck.

The need is to be consistent, focus less on shared paths, especially recreational paths, and start pushing bikes as a transport alternative.

For example, Bathers way is a wonderful public amenity but is a poor use of (I presume) cycling related funds.

If it was easy it would already be done, bike route across to Smith park Broadmeadow near showground has to be extended away from shared vehicle traffic, this is the link that will open up cycling from the suburbs to the city . This is common knowledge families will not risk harm to their children riding on busy roads that's why fernleigh track is popular it's safe.

Create more separated routes or shared paths.

In general, using less suburban streets as bicycle paths. For example, from Mayfield, I would like to cycle to the uni's Callaghan campus more, however getting from Mayfield to the bike path near the campus goes through a lot of back streets.

Not all cyclists want to take the long meandering route. Paths are often filled with oversize prams loose dogs and unpredictable pedestrians who along with motorists are more than happy to let you know what they think of you.

Stop merging cycle lanes into traffic and ending them in the middle of nowhere. It's unsafe for cyclists and also drivers who are not expecting cyclists to join their lane after being separated by an obvious line.

Construct more connecting lanes to join the most common dedicated cycling routes.

Provide more signposting especially when cycling routes end. It's very difficult to find the connecting route or another path nearby because there aren't enough obvious signs.

More cycleway that are separated from traffic and that meet up with other paths and are in good condition.

Off road or on road barrier where possible, I feel very unsafe around cars. I also work with adults who refuse to ride on the road because of this and instead ride on footpaths, which isn't exactly safe either. Shared paths are fine.

More jumps and berms, more across town tracks and short cuts...

Improve access up Brunner Road or alternative through adjacent bush land and pedestrian/ cycle access to join the Scenic Drive shared path.

Connecting the shared path in Kotara (along Princeton Ave) through to the lake or Charlestown. Getting on to Fernleigh Track from near Westfield is problematic.

Better mapping, in particular of off road routes (fire trails etc)

Easier access to off road routes. They are often restricted to stop motorbikes but can be difficult to access on a bike.

More defined gaps between houses in the suburbs. Following a road around is often a longer route than necessary and gaps can double as water courses in heavy rains.

Better education and maps for cyclists

To keep improving cycle only routes

Put more dedicated cycleways in. Make them more common so that there is more continuity and make them more user friendly.

As above, in priority

1. Near farmers market to Islington park.
2. Along Howe Street between Croudace street and Morehead street,
3. Start of Fernleigh track to Mackie Avenue

More bike paths are needed, especially from main arterials towards popular destinations such as the Fernleigh track and Lake Macquarie

Shared cycling/parking lanes are considered unsafe by many or most cyclists.

Where it's impractical to ride in the road or create a cycle path, perhaps facilitate riding on the footpath by creating more cycle-friendly footpaths and relaxing the law re only riding on a footpath if you're 12 or under.

Newcastle Showground to Hannel St...needs off road / seperated cycle lane along Clyde St etc. Kooragang Island to Stockton Bridge desperately needs an isolated cycle lane.

Main cycle routes need to be improved thru the LGA, eg very good facilities such as Fernleigh Track ends at 'nowhere'.

More cycle routes, more separated lanes for cyclists. It could be made legal to let people ride on the sidewalks if they do so courteously.

Every main or busy road has a green marked bike lanes. All connected - no gaps in the bike paths. Bike paths are marked and obvious on quieter streets too

Access to Stockton bridge centre path to be improved on east and west side (stairs replaced) encourage cyclists to not ride on the road over bridge. Path off Stockton bridge heading northbound on north side of bridge allowing cyclists access to the northbound lane This would stop the need for cyclists to use the roundabout or cross multiple lanes of traffic when heading north.

Connecting the R4 route to the R1 behind St Pius X High School utilising the rail corridor would limit cyclists riding on Park Ave as paths in this area are heavily used by pedestrians providing a better overall solution

Move exit point for cycle way at Bray St Mayfield away from Platt St

At the end of the Fernleigh track (Adamstown), the track simply ends. I think work could be done to link the track to other paths, either by extending the path, or including clearer on-road markings, eg bike lanes.

There is a general disconnection between cycle paths in Newcastle. This was something that acted as a disincentive for me to start riding my bike more. Now I am a more confident rider I feel more comfortable riding on the road. If cycle paths were more considered and better connected (and not just green lines painted on the road) I believe more people would feel more confident to take up cycling. Without a physical barrier between you and cars many people feel uncomfortable cycling, especially as many drivers can be very aggressive towards cyclists.

Removing kerbside parking and putting in a separated cycle lane. There are many cycle lanes on road that only go for 50m and then no lane for another kilometer or nil at all

Maybe cycle tracks along train lines, and utilising bush walking tracks to provide off-road connections between A and B.

Like the track between Wallsend and Glendale TAFE. The track between Newcastle and Tighes Hill TAFE. And Fernleigh between Adamstown and Belmont are all examples of great tracks. To expand on that concept would be awesome.

Cycling infrastructure needs to be built on more major roads in Newcastle. Riding on multiple back roads to avoid a major/larger road with zero cycling infrastructure is slower and does not encourage cycling. Newcastle has an opportunity to make cycling to work and into the CBD from the suburbs a reality, don't wait too long and end up like Sydney.

Town on-road bike paths could be better marked out, the Brewery is a cyclist's nightmare and I would suggest requires urgent attention, the road is wide enough to have a designated bike path on it. At the moment there are several unfriendly no-bike signs in the area, surely this can be improved?

RVRT developed to connect to existing bike tracks..

Connect Belmont to beaches further south..great to do Belmont to Swansea but even better to extend this

Connect Newcastle/Nobbies to Fernleigh Track away from shared congested Bathers Way

Shared path or protected on-road path section along Styx Creek (Jellicoe Pde Mackie Ave & St James Rd) to connect the Stadium and Adamstown Station. Mackie Ave is a concrete road awful to ride along.

Remove parking and give priority to bikes. More trees for shade. More places to secure bikes in town.

Get more on-line feedback about this. There are many different types of riders. I would never try share a main road with cars and I am an experienced rider.

Your cycling routes are not very clear or obvious and need better signage everywhere

I'd love to see more off-road or shared path connections between Bar Beach to Broadmeadow, and Merewether Heights to City routes.

Wherever possible cycleways should be kept separate to roads. The Sydney M7 loop and associated cycleway is a good example. The fact that this was not done on the inner city bypass is a shame. The cycle path through Jesmond park should be retained once the inner city bypass is completed. Tunnels should be provided to link areas of bush separated by this infrastructure as has been done at the Charlestown golf club section.

As our house backs onto the Fernleigh track in Adamstown Heights, we see how well utilised the track is by people of all ages, if this track was connected to the city it would have massive benefits for the community. This would mean commuters from all the way down to Belmont could use the track to commute to work in the city. Newcastle is lucky in that it is a reasonably flat and small city and once connected the bike paths would be a very pleasant way of getting around town. No reason why Newcastle could not be like Copenhagen or areas of the Netherlands where cycling is the main form of transport.

Longer distance paths linking to areas outside the Newcastle LGA will likely increase the cycling traffic greatly i.e. linking to Maitland/Lake Macquarie LGA.

Spend the money to connect them! Let the Council Planners and engineers work out how to do that! Have the council take it seriously, just because most of the Councillors Drive to work doesn't mean the rest of us want to.

Dedicated bike paths not shared walking paths. Sweep the edges of roads with bike lanes as thats where the glass etc accumulate. Have a plan where tracks meet not just signs saying 1.5kms to the nearest path.

designated cycle lanes with clear markings. Better sign posting and assessable information

There would be so many more people cycling if the cycling paths all linked up and avoided road crossings ie traffic lights. Also if the cycling paths were more closely linked to main areas of interests and more direct routes.

More cycle lanes/paths.

Wider footpaths.

More signs explaining shared pathways.

There needs to be significant state and federal involvement through funding and planning. Planning should also include neighbouring Councils so that strategic centres are connected, after all not everyone who lives in Newcastle works/shops/plays in Newcastle and so having paths planned that end at LGA boundaries is useless.

Connect people to the main destinations and therefore a significant level of upfront data collection will be required.

Signage around Jesmond / University / Mayfield / Wallsend routes is scanty and confusing. After riding it 2 times in both directions in the last month (covid related increase) and watching others I finally worked out the route, quite confusing on my first attempt

Select a road route that connects the city with various dedicated cycling pathways eg. City to Stadium; City to Fernleigh. Inform cyclists that they must use that road route to the cycling pathway. Then reduce car speed to 20 km/h max on those road routes. This will effectively send cars off those roads to travel via other roads unless they live on the road route in which case they can travel at 20 km an hour for the last number of metres before home. Cyclists must use those routes unless they have express reason to use others. As a cyclist I find it ridiculous to see cyclists

using Glebe Rd to get to Fernleigh track when they should be forced to use Teralba for the safety of everyone.

Cycling routes which are just the footpath painted up as a cycle way don't really count, especially if riding a road bike, as they are intersected by proper roads constantly, making it necessary to stop and give way as if you were a pedestrian.

This is especially unsuitable when the footpath simply terminates and spits you out into the road with the rest of the traffic. Worse than this, is when the cycle way is marked on the shoulder of the road but then suddenly disappears, forcing a merge with traffic.

Making proper cycle ways either as part of the road or as a separated cycle way is ideal.

Yes, I occasionally ride into Newcastle from the Fernleigh track. However, I feel unsafe riding into the Newcastle CBD after getting off the track.

I know there is a mapped route/signs. But there are major roads to cross and I wouldn't do this stretch with children cyclists as I feel it is unsafe. I feel it would be good to have a designated cycle route, where roads are open only to residents. I.e have narrowing at intersections to only allow for bike thoroughfare, and to have responsive bike traffic lights to make it easier for cyclists to cross busy intersections.

Dedicated cycle paths and road lanes that interconnect with cycle routes across the city

Clear signposting

Education of pedestrians what a shared pathway means

Physically separated bike lanes to connect bike paths.

Better signage/ maps

I would just like to see a huge investment in cycling facilities, paths, parking etc

More designated cycle ways. Where shared paths are not possible, more line marking in roads with signage for bicycle riders to know which route to take. More maps provided to show best riding route.

Open Blackbutt Reserve to cyclists.

Dedicated a cycleway connecting Ridgeway Road with St James Road through Blackbutt Reserve providing easier hospital access to and from the city. Promoting this path for staff would also go some way to easing traffic congestion into and out of Hospital.

Have specifically marked bike lanes - often people will park over bike lanes and not respect it as a valid form of road transportation. It is up to the council to try and swing public opinion on this - it has health, social and environmental benefits.

Sacrifice some car lanes or parking spots

Create a master plan

Car toll in the cbd

I have the Newcastle cycleways map. I don't think "shared path/physically separated cycleway" should be blue if it includes bike lanes on roads that contain parked cars. These are not safe. Blue line suggests safe bike route on the map but there is not enough space to ride where cars park or in the car door opening corridor.

I'd like to see these blue routes on the map complete, connecting the current blue tracks.

Turn footpaths in to shared paths. I'd like to keep off roads while cycling. The bike lanes often end abruptly (dangerously) and also contain parked cars and car doors opening in to you. They also are used for cars turning left. I would like to see cycling routes separated from cars.

Connections from the city to Fernleigh track. Use some unused land along the railway tracks between Adamstown station and Broadmeadow. More separated cycle paths into and around the city

Actually connect the cycling routes. Don't have cycle lanes just appear and one block later disappear.  
Create cycle routes in busy areas where people work and study. Eg Hunter St, Darby St, the University. Since the light rail opened it is now so dangerous to cycle along Hunter or King Street to get to Newcastle East.

give bicycle a higher preference on main cycleing roads in terms of right of way on intersections  
look for cost effective solutions where possible e.g. convert an entire road into a cycle street where only residents are allowed to enter by car (this could work on Corlette St, Cooks Hill)  
avoid 90 degree turns on cycle paths

Select a few key roads for separated cycle paths. If a safe and relatively flat route are chosen, many more people will have confidence enough to ride into the city.  
While Shared Paths are a big improvement over nothing, they work best for leisure cyclists and pedestrians but cause friction between commuters/recreational cyclists and the slower traffic.

Complete missing links, and prioritise off road wherever possible. Also turn up the volume on driver education, AND cyclist education.

Make certain roads One Way with painted cycle lines.  
Using shared vehicle - bike lanes are too dangerous, particularly with increase use of mobile devices in cars.  
Designate more areas as cycle pedestrian friendly around stations, shopping centres etc to reduce current breaks in cycleway continuity and connectivity

Improve 'medium difficulty' path through Hamilton North/Chinchen St  
Create cycle lane through Albert St.  
These would connect more options to cycle to the Throsby creek path.

Put a complete separate bicycle lane down industrial drive to connect to mayfield, warabrook etc to connect with the foreshore cycling starting at Tigers Hill. Also need a cycle lane through mayfield. Also need a cycle lane down hunter street. Can't believe this was not part of the plan when the tram went in. Hunter street is a disaster for bike riding.

Benchmark against best countries in the world. Shared paths, for me, are ok but still risk injury to riders/pedestrians. Prefer separated paths wherever possible.

Joining path from Islington Park to Griffith Road Jackson St intersection and also then from Gully Line (cnr Lambton Rd & Turton Rd) to Adamstown train station. These two comparatively small off-road cycleways would mean that the whole way from Belmont into Nobbys would be on off-road path.

Connectivity in the mid-Newcastle area around Lambton / New Lambton needs to be improved. Better cycleway signage would be a big improvement. Directional signage and maybe signs with maps

The link between the Lambton - Stadium - Broadmeadow path and the paths into town.

Must try and have separate cycle/cycle and pedestrian paths separate to roads wherever possible eliminate pinch points over bridges and in other areas allow more access to footpaths more traffic lights for bikes/pedestrians at busy road crossings ( eg Prince and Maud St, Wilkinson and Tillie)

Would love a mid path connection on the Wallsend-Glendale path. As a resident that lives at the mid point it's very frustrating to have to ride up Lake Road when there's a parallel inaccessible path. I believe the Elernmore Ridge development may incorporate this, but it's been a long time coming, and is the difference between being a potential daily commuter rather than a bi-weekly commuter. Accessibility is the key to path usage, as evidenced by the Fernleigh Track.

Yup, have councillors ride them and then they'll understand the need to deal with squeeze points and clearing debris from marked on-road cycle lanes for instance. I live in Lake Macquarie and when I ride into Newcastle there are significant squeeze points on steep hills and so on.

Connecting Mayfield to Kotara. The road surface of Mackie ave, New Lambton could be improved. And a path from Mayfield to either McDonald Jones Stadium or the Showground where there are good paths would be helpful

Please look at ways to connect the Lake Macquarie cycle routes with the Newcastle routes as this would enable far greater access for many people to both Newcastle and the lake. There was an opportunity for bike lanes to be included in town parallel to the light rail but since this was not completed, bike lanes should be added to Hunter, King and Scott St where appropriate.

Cycle path through Glenrock National Park linking Fernleigh Track with Merewether Beach. Cycling track to join Merewether Heights City Road bike track with Merewether Scenic Drive start of coast shared path

More separated pathways esp on major roads. Don't suddenly end bike paths. With joint people/cycling paths you could separate off the bike paths, for the safety of pedestrians and cyclists.

Physically separated bike lanes on the roads or shared paths to link current cycle routes would be fantastic.

Safe link from Fernleigh track to city.  
Safe link from University to City  
Safe link from Maitland to Newcastle

If you ride from Maryville to Nobbys it would be great if there was a path from there going to Cooks Hill. Plus she lives in Adamstown and I like riding on the Fernleigh Track but getting to it from my house does not feel safe unless I go very early in the morning. Glebe Road is not safe to ride on. The side streets are not much better as cars do not always see you.

Look at the existing marked areas/cycleways & join them together. Also work out how to separate bikes from people. I am being told by pedestrians how rude/offensive/dangerous bikes are and as a cyclist I'm confronted by pedestrians who don't move over/act responsibly so I can safely pass.

Also put signs up to ask pedestrians to give a little wave of acknowledgement to cyclists when they ring their bells etc for passing. A small thing but it lets me know they're aware of me coming up to pass.

Connect the path that comes out at Newcastle Showground to the shared path through Islington Park to the city. The section through Georgetown and the Clyde St crossing is dangerous

Maps available online. More space allocated to cyclists. It is great to combine transport modalities eg bike / train or bike / bus - so cycleways to stations and racks on public transport

General increase in off-road and on-road-separated cycle ways is needed to seriously get more people riding. This would need to be followed by secure lock-up at busy locations like Newcastle East and West, etc.

Look to any city that has good connectivity and start implementing something. Not just a lane here and there though.

Have the council people who design and approve these routes actually ride them. Take their families on them.

I've cycled all over the world, and in every Australian city (except Perth). Newcastle is the most dangerous and least pleasant city to ride it.

fernleigh track extended to Broadmeadow station and on to beaumont st. the cycleway from scenic drive/hickson st intersection extended to the city road cycleway. Glebe rd from the junction to Adamstown to join fernleigh

1) More segregated routes that actually connect to each other.

2) Follow popular commuting routes that people use to get to work via other transport means.

3) Less 'shared' paths and more dedicated cycling paths to encourage commuting.

Memorial drive (traveling North) is very dangerous as often there are parked cars, going up hills, and cars often doing faster than 50km/h, and NO marked cycle lanes.

Also, extension of Fernleigh track into Broadmeadow and Hamilton. The Cycleways are disjointed and confusing.

Some intersections to get to cycling routes eg are not safe for bike riding or driving - could use a roundabout or traffic lights. Would not ride this way with children on bikes- Intersection - Bruncker Rd and Melville Rd; and at Adamstown the intersection from Teralba Rd and Glebe Road.

A safe, continuous and separated cycle lane from the University to Charlestown along the bypass, with safe entry points on majority roads. Cycle lanes all along bypass, pacific highway, and major roads.

Also cycle lanes to and from these main roads to the entry points to the Fernleigh track

The entire road and path network should be reviewed and each section classified for cycling - on-road, bike lane, separated bike lane, off-road, shared.

The road network should be classified for risk based on traffic levels at each time of day/week (Google Maps has this data) and other hazards

Create a map that cyclists can use to plan their route by nominating the level of risk they are comfortable with, route length and topography (elevation changes)

Improved signage and linemarking of routes are required. This makes navigation easier for cyclists but also reminds motorists and pedestrians that they may be sharing the route with cyclists.

Consideration of electric skateboards and scooters in the transport network. Perhaps high and low speed bike lanes are required.

We just need continuity so we don't have to keep jumping from road to path to road or having to dismount in sections. I have a preference for separated paths for bikes for maximum safety for everyone but shared paths at a minimum would be great and as wide as possible. We need consideration of bikes in all new projects such as hunter st mall redevelopment - please consider bike access in both directions separate from main pedestrian thoroughfare and free of obstacles.

Better connections between the city/beaches and central Newcastle areas such as New Lambton and Adamstown and to the Fernleigh Track. Also please actually build the proposed cycleway that you have already proposed starting just north of Adamstown train station and heading north in parallel with the railway! Also consider defined bike areas in Blackbutt reserve (perhaps in the quieter areas).

There are lots of stop signs on roads which give priority to cars on low traffic density roads. You have to stop when there is rarely any cars. A priority pathway over Glebe street at Adamstown. Is it not possible to create a bike lane beside the train track from Adamstown into the city. Also the Fernleigh needs to connect with Lake Macquarie track. Make a long ride and attract tourists to Newcastle. Like the Otago ride in NZ.

More cycle paths wide enough for bikes and pedestrians. Hunter Street or Honeysuckle Drive Wharf Road needs separate cycle lanes. When the Supercars are on for 6 weeks you cannot access the east end in the height of summer

Create an off road path in Albert Street  
Some traffic intersections need improving.  
A dedicated link from Showground to Islington Park to join Throsby Creek.  
I don't know what's planned after Gas works remediation but a path along Clyde street would be great.

Better signage.  
Dedicated lanes on city road, king st and Hunter st  
Better education on how to ride safely.

Maintain the Jesmond cycle way  
Richmond vale rail line  
Better Connect the fernleigh track to Newcastle CBD..  
Improve the rail crossing at Beresfield (bring forward Richmond vale works)  
Better crossing facilities northbound for hexam bridge  
Better connect fernleigh track to Charlestown CBD.

I think a few well planned well connected routes are better than having many poorly connected routes. Perhaps look into utilising spaces alongside the large open drains or the coal train line. With appropriate guarding or fencing bike paths could run alongside these spaces to link into existing paths. If you are serious about getting people on bikes every road crossing should have a ramp. When you cross a road you shouldn't have to go up a gutter to get back on the path on the other side.

Along the front edge of bhp from Newcastle to Mayfield West/ warabrook so it can connect to uni cycleway. Parallel to railway line from Adamstown to Newcastle. Formalise on road from Adamstown to Merewether with separated on road paths

Separate bike lane along maitland road and newcastle road-king street. Oh and the mall needs a two way bike lane. When is that getting built?!

Bike lanes more clearly marked for motorists with more space given on roads.  
Fixing potholes, removing gutters, not expecting cyclists to cross road at dangerous and high traffic points with no crossings.

Improve cycleways with markings to link Fernleigh trk to Stix Creek near Masters Building association to the cycleway that runs near McDonald Homes Stadium. Also improve part of the cycleway that runs from Kotara near St Pius HS & intersects Glebe Rd on the Westside of Adamstown Railway. Put Signs on cycleways that give information of other cycleways. Link bottom of Fernleigh trk to Kotara to Charlestown track & maybe link Whitebridge section of Fernleigh trk to Charlestown Square with road marked cycle lane.

Signage, ramps, marked lanes at intersections and beyond, connectivity to all current bike lanes and tracks.

More marked, separated, off road and shared path infrastructure please!

I think we should look at specific destinations throughout the LGA and how they can be connected by 'safe routes'. Perhaps there could be certain streets that are closed to car traffic unless you are a resident living on that street. The street could be marked 'Cycling Street' with a large bike painted onto the entrance of the street. Giving cyclists a safer route to move throughout the LGA. Emphasis should be on connecting the paths we already have. Maybe a continuous green painted line that cyclists can follow from one destination to another.

An app that you can plug in a destination, that gives you 'The safest route' and guides you along the way.

A cycle path following the rail line from Adamstown to Hamilton to link through to industrial drive and onto the foreshore.

A shared path to the richmondvale rail trail cycle path

Multiple routes converge on the CBD and city beaches - some of these roadways and adjacent footpaths are underutilised, particularly after light rail altered traffic patterns. Hunter & Scott St provide capacity either on road or on portions of footpath. If you look at the Queens Wharf area there are multiple options - promenade (narrow), north & south footpaths of Wharf Rd (seldom used by walkers), paths through Market St lawn, paths both sides of Scott St, etc. The Wharf Rd 'slip lane' from Customs House to Port Corp's pilot boat harbour should be used exclusively for bikes, or used to widen the promenade. There is no need to be able to cycle door-to-door to all places in town. Ride & walk should govern route planning rather than striving to mark numerous routes on maps.

Use the rail next to the rail line from Adamstown to Broadmeadow would be nice. I live in Hamilton South & is love to be able to safely get my kids & wife to the track without being monstered my cars. I mainly ride glenrock & road bike to work at tomago & the amount of rubbish on the road is huge. There are days where every driver gives you room & it's great but most of the time someone wants to teach you a lesson for being near the road they own!! 🙄🗨️

The old rail line into town should have been used as a cycleway on one side & a walking lane with gym stations every 300mtrs. Keep us all fit & outdoors 🚴

Look at where the traffic is at peak time - around Adamstown and Adamstown Heights, Bruncker Road is very congested - a physically separated bike lane down Bruncker Road, City Road (to city and Charlestown and beyond) and Scenic Drive might encourage people to ride rather than sit in bumper to bumper traffic trying to get to the city for work.

Connections to the lake macquarie region . As above, Finish the windale path (Newcastle inner city Bypass) I know experienced riders can join the bypass. Build you should shared path on the opposite side(entrance left side 361 Warners bay road) There's enough room and it'll connect with Voyager Cl, Juncea, Watagan track?, finish Hillsborough road.

This will connect with the Styx Creek path.

Routes joining with each other across the city and joining with the neighbouring LGAs like Lake Mac to ensure a consistent and joined up network of tracks and trails

Shared lanes and widened roads or signage to help those link quieter areas to achieve the above idea

My work has invested heavily in end of trip facilities for cyclists. A strong connected network of cycleways from transport hubs such as Broadmeadow station to suburbs would be fantastic

Coastal cyclist from merewether baths into glenrock than connecting to fernleigh  
Working with other councils to start and complete the Richmond rail trail  
Shared paths do not work with the Australian attitudes.  
Look at the European models of cycleways

The lack of connectivity between cycling routes even in a certain area - to view them overall as a part of the city transport routes is an option for commuting & recreation for not only cyclists but pedestrians who choose to walk or cycle to work or for fitness or leisure - IMPORTANTLY to be away from the impacts of cars & dogs etc

Close traffic lanes, reduce road speeds to 40 kph. Better planning to connect bike ways. Fast track the sandgate bike bypass to tarro

I think you need to have a bike route close to glebe road - lots of people go down darling and then turnbull and we need to have a better way for them to cross stewart avenue.... I think we need some cycle routes up the hill from the city - like bolton, church, newcomen - how they should be designed is another question - whether just marks on the road is enough.... I'm not sure. At least bolton should have some dedicated space. I think there should be one path that cyclists can ride up through blackbutt to improve accessibility to hospital and adjacent suburbs. Hexham is actually mayfield west and there should be a cycleway out to their from waratah station. also feel like you've left waratah and north lambton off the map - and there should be a route from the showground through georgetown to waratah. Everyone walks under Broadmeadow Station and it's a part of lots of people's cycling routes but this isn't reflected in the map. New Lambton should be connected to the R5 path.

Yes, reinstating the bike path along honeysuckle, instead of forcing cyclists onto the road near Lee wharf.

Continuing the bike path where chnstarts at Islington park through into Mayfield.  
Building bike lanes each way along the entire length of Hunter Street, or on the old train line.  
Building a bike path down darby street.

A bit more strategic in places. For example allowing cyclists to turn right into steel street from honeysuckle drive, and what's going on with honeysuckle drive at the moment? Atrocious.  
Also more fun stuff, like kickers and burms on commute tracks so that riding can be fun. Also encourage cyclist skills training from private providers.

Be willing to create separated bike routes and to strongly advocate for their use by:

- \* Education regarding the use of these lanes; including amongst cyclists to avoid the issue which comes from drivers complaining that cyclists don't use the paths provided.

- \* Moving away from the current tendency to create 'shared paths.' These simply promote the nastiness which resides within some people that cycles are ridden too fast and dangerously. or that they have 'no right' to be on the path, or 'no right' to be on the road. Issues like 'registration' etc etc continue to be raised as other strategies to create division between drivers and cyclists. So far as connectivity goes; is it worth running a trial of 'designated footpaths?' That is, the footpath, on one side of the street could be deemed the 'bike side' and other the 'pedestrian' side.

This could be 'odd number side of street'= bikes and 'even numbered side of street' = no bikes  
Bike side could have a colour mark on power poles

More shared paths. The lack of continuous shared paths or off road options makes it difficult and dangerous to ride the full length of many cycling routes, and discourages me from riding places, especially into the cbd. I'd like to ride into the cbd more to shop or eat, but it's not possible to do so without having to ride on busy roads or take an indirect route (that still includes on road riding). On road cycle ways are not safe at all, especially for people that want to ride for recreation or light exercise, families, children etc.

Yes, there are too many missing bits where you have to ride on the road that really discourage cycling. Jesmond park to Lambton; Hamilton North and around the TAFE, Hunter Street and Newcastle centre. Some examples,

Better Connection from western corridors Fletcher Maryland -  
linking of bike paths to give option to people not to have to use shared road space  
Consider adding bike freeway ( like next to M4) on major roads to facilitate more uptake  
commuting to assist with greenhouse gas reduction - if it was easier to ride a bike as a commute  
option more people would

Ideally a seperated track would be built as an extension of the Fernleigh all the way to  
honeysuckle, and another to bar beach, with much safer road crossings.  
Better pedestrian and cycle routes are needed in Kotara and Charlestown too.

Partner with PSCC to develop a dedicated tourist cycle path from Newcastle to Port Stephens.  
The accessibility for Sydney would mean a new and potentially massive group of new eco or cycle  
tourism. Newcastle could be the gateway for cycling tours of the Hunter. Rail and ferry links exist  
and with dedicated, safe cycle ways a new exciting tourism industry could grow. It would mean  
NCC would be the link, and most importantly, the driver of Hunter and Port Stephens dedicated  
cycle way development.

Dedicated cycle ways are expensive and long in planning. The returns from tourist traffic will flow  
and new accomodation and support services would grow on longer routes.

Post Covid tourism is expected to be stonger at a local level. This could mean a boost for initial  
development.

Imagine a cycle tourist catching a train from Sydney to Newcastle, ferry to Stockton and cycling to  
Port Stephens on a safe cycle track.

1. Shared paths are unusable for any cyclists who wish to ride at speed, a great start would be  
providing a marked distinction between cyclists and pedestrians on a shared path or providing an  
alternate form of path.
2. Stick to one type of path as long as possible. In my experience, the cities which do this well, have  
long continuous green cycle lanes painted on the roads. There is not really a need for physically  
separate lanes on road as recreational cyclists can still utilise shared paths and sport cyclists feel  
high levels of safety in specifically marked green lanes anyway.
3. If the space and size of the roads does not make it feasible to fit a cycle lane or separate shared  
paths (a situation on the beachfront), then provide a simple marked detour and have the green  
cycle lane divert around the small, high activity areas.

It seems that the paths just disappear the signage is few and far between. There are no lane markings. Sometimes the path start or finish is goes over a tall square curb requiring dismount and remount on the road way. Or the connection to the next section is not is not obvious or illogical. Or the shared path turns into road or footpath which ends abruptly or then requires crossing the street and back again. With kids this is a nightmare. Could the planners please get a bike and ride the route themselves at speed at night. Or maybe after covid go to Melbourne ride from South bank city along gardener's creek. That's how it's done. Bikes have right of way and even don't have to press buttons at crossings.

Introduce cycle priority crossings, at strategic locations. Eg. the button is positioned at such a distance from the crossing so that at an average speed the cyclist will be able to cross the road fluidly with minimal stopping.

Linking the Newcastle cycling networks with the lower hunter via the old tramways and coal haulage routes. I know this is on the cards but it should be a priority.

As part of this it should also promote the Mtb opportunities along the way and plan to link them.

Assess hubs and connectivity further. Major east / west and north / south access paths need further improvement. Connectivity from Maitland, Port Stephens and Lake Macquarie could be further conceived for everyday commuters looking for efficiency and safety in travel.

Would love to see major Newcastle landmarks or access points have clear cycle lanes (separate from traffic) e.g. from broadmeadow/ adamstown/ hamilton station to the uni, the beach, Westfield. This would encourage a lot more active commuting. Also bike racks like they have in Scandinavian countries near these train stations

Wider bike paths, not combining bike paths with parking spots. Seperate bike paths from roads. Right of way should be given to bikes at some intersections, shared paths should be wider to seperate bikes from walkers. Lights on the Fernleigh track

Link them together. Fernleigh track to Charlestown square link, off road link from Adamstown to Newcastle heading out to port Stephens and to Richmond vale rail trail.

Consider replacing the medium strip along industrial drive with a 2 way cycle path with physical barriers from vehicles. There are only a handful of intersections that will need improved traffic lights or potentially a cycle/pedestrian bridge or tunnel. It would help form an excellent arterial cycle route servicing the northern suburbs to the CBD

As above, more and better connected off road bicycle and shared paths. We need to plan ahead for adding extra lanes when routes become popular eg Fernleigh track.

Painting bicycles on the road helps with driver awareness to a very small degree, but dedicated cycle lanes would be so much more effective. The way parts of Sydney has done it has been fantastic. Dedicated protected lanes all interlinking. At the moment it's a Hodge podge of cycle lane on road, then to footpath, but then it disappears in 100m and all of a sudden I am technically riding illegally on the footpath. Consistency would be fantastic. Green solid pathways to show people new to the area exactly what is bikelane, when that bikelane goes on path, when it goes back to road. It's just too ambiguous.

bike lights at intersections and safely joining up the cycleways on the roads. Utilise the stormwater networks by either running a bike path over the top or alongside. Utilise the rail lines by running the cycleways alongside with a barrier. These two options keep bikes away from road traffic and therefore would be much safer.

On the sections of road that have become narrow and dangerous for cyclists, reduce the speed limit for cars to 10 - 15 kph and allow the road to be a shared space for cars and bikes. Police this. Safe overtaking on these sections of roads are impossible. We can all cycle 10 kms an hour. It's not

a long stretch of road. Clear signage + educational media campaign.

Consider allowing cyclists onto the wide footpath in Hunter Street - signage and lane markings on the path might make it safer for pedestrians. Position the 'cycle lane' on the kerb side to avoid accidents from pedestrians emerging from doorways. This would need to be accompanied by clear signage and an educational media campaign.

The question makes the premise that the cycling routes are connected when they are not. What do you mean by Connected. For me, connected means that there is a clearly marked cycle route that makes it safe for all cyclists to enter / exit. For example, the cycle route that runs from Energy Australia stadium to Lambton. The cycle way ends at Lambton Park (Cnr Morehead & Howe Sts), which means you have to negotiate entering a very busy Howe St to continue through Jesmond Park. Have a good look at some of the cycling routes and you are asking people to cross high traffic areas where drivers have no patience with cyclists.

Reduce car traffic by removing a lane for traffic and creating one way traffic in exchange for cycle ways. Cycling needs to be safe for everyone - kids and the older generation - like in Europe. Concentrate on being a pedestrian and biking city. Encourage electric bikes with local govt incentives. More bike parking. Mainly get people out of their cars by making biking easy easy.

1. Build a cycleway from Sandgate Road to Waratah via Warabrook Station, parallel to the railway line. Link it up to the proposed Shortland-Tarro track.
2. Fix the ridiculously dangerous Maud Street crossing. How about using the rail corridor to undercross Maud St?
3. Construct a cycling corridor through Blackbutt Reserve using existing roadways. That would link the John Hunter to New Lambton.

The connection between new Lambton and Kotara.

Specifically, at the railway overpass on Northcote/Bridges road - Firstly requires the pedestrian fencing extended to prevent students crossing the road there (Rail maintenance track access would have to be considered).

Also requires connection of the cycleway from near Bradford Close, under the bridge by widening the bridge abutment (a big job but is possible as per Cardiff) linking through to Freeman Street via laneway and therefore into New Lambton (or a tunnel under the railway into Ball Street!)

And, connection of Kotara Place across the railway bridge into Kotara Park via a ramped pedestrian bridge.

Improved access to and around the John Hunter Hospital, including HMRI building. Including alternate solution to the Carrington pde steps - possibly a link from the end of Addison Road up to Carrington Pde? Also need access to JHH from Elernmore Vale.

It would be amazing if Fernleigh track at Belmont connected to the cycleways along the Lake, and then if Speers Point connected to the Wallsend cycleway, and if this connected through Jesmond and back to start of Fernleigh to form a big loop (I realise much of this is in Lake Macquarie)

The stretch of St James road from Adamstown railway gates through to Turton Rd intersection would benefit from bike lanes or path. This is a potential connector to three routes: to JHH ( no current path); to the cycleways near the Stadium which go West to Jesmond and East to the City; to the very short cycleway past the back of St Pious to Kotara.

Recognition of cycling as a mode of transport not just a recreational activity. We need recommended safe routes between suburbs/locations - that doesn't necessarily mean shared pathways or separated lanes; it can mean well designed routes along back streets with small changes at danger points to protect riders - speed restrictions, traffic calming, bicycle crossings at busy roads. Add more cycling infrastructure at destinations - end of trip facilities is the biggest

issue. Other than the ocean baths there is no where to shower before work unless you join a gym. More bicycle parking in popular destinations like Darby St, the beaches, Honeysuckle. Secure all day bike parking near employment hubs.

The rail crossing at Beaumont St is not great. It is frustrating that in order to cross that rail line safely, we need to ride all the way to Tighes Hill or to Stewart Ave (which isn't a very friendly road either). A bike lane on Beaumont St seems infeasible, but some other shared-path crossing nearby would really open up Islington/Wickham to Hamilton by bike.

A shared path connects Nobbys beach to Newcastle beach, but in order to continue on to King Edward Park via the beach, riders need to either transition on to the road (with no curb ramp), or ride by the kiosk and changerooms, endangering pedestrians. A better cycleway above the pavilion would improve this link.

Some of the "proposed cycleways" from the May 2018 cycleways map look terrific, so I'd strongly support completing those. In particular, the cycleway connecting Adamstown train station to Donald St, the cycleway along Everton St and the cycleway along Hunter St would be terrific to see realised.

I cycle a lot as a family with young kids. We cycle from Cooks Hill to the Junction School but use pavements. This has its complications, including crossing Parkway Ave and negotiating busy areas. Many kids cycle to school and opportunities for off-road cycleways that connect with schools would encourage more kids to cycle independently.

Improvements to shared paths along the foreshore, notably the pinch points around the Brewery, crossing road to car park at Nobby's and car park at Newcastle Baths.

Ultimately people don't feel safe cycling on roads, regardless of whether there is a cycle lane. The increase in cycling activity in light of Covid 19 has been wonderful to see. We need to reduce the reliance on the motor car and provide safe and attractive opportunities for active transport - where lanes don't just end.

Connecting a Charlestown to Fernleigh track via footpath / shared cycle way along pacific hwy from Madison Drive to Bruncker Rd

A tunnel from the end of the raspberry Gully line Kotara across to Percy Street in Hillsborough could connect the Newcastle cycleway to the Lake Macquarie cycleways. The only real alternative tunnel would be adjacent to the railway at the Tickhole tunnel, which would connect Adamstown to Cardiff but would require the corporation of the ARTC.

I'm interested in the connection between Valentine and Eleebana - probably has to be a high level bridge above driveways, probably on the uphill side, unless it's along the water

Need to be able to go from CBD to suburbs on shared cycleways that are off road. This would also encourage safe pedestrian access as well. Connection of Fernleigh track south is good. Also need safe cycleways to/from Newcastle uni into CBD, north and west.

All main roads should have a footpath on at least one side that is wide enough to be a shared pedestrian/cycleway so cyclists are off road.

Should be able to safely cycle from Kotara, Charlestown and New Lambton to Warners Bay (not using on road as not safe) and Lake Macquarie as well. (realise not all NCC)

Make sure the bypass at Jesmond doesn't cut ease of access across Newcastle road.

If still using blue gum road lights pathway under bypass and to the lights must be upgraded

Seems to be missing link from end of Fernleigh track to Newcastle, not sure what can be done.

Fernleigh track needs to have an additional dedicated bike lane, it is not wide enough for both bikers and families to co exist happily

Same goes with track along Throsby creek.

I'd like to see more money spent in Glenrock mtb trails and maybe build mtb trails in blue gum hills that will attract tourism, rival awaba

Connecting path at Tighes Hill Tafe (Hubbard St) to path at Richardson Park (Chatham St).

Overall, cycling routes should be more continuous.

Direct seperated on road routes need establishing eg:

\* Newcastle to

1. Mayfield
2. Jesmond/Wallsend
3. Kotara (continuing to Cardiff)
4. Charlestown

At 59 I will probably be dead before I see this made a priority much like it is in Holland. 3.2 kms on the Fernleigh Track in Lake Macquarie to take 2 more years to complete & a price tag that is taking a lend of taxpayers...obesity, diabetes etc are on the increase safe cycleways can allow children to ride to school & with electric bikes commuting & removing more cars from the road is a real option & reduces our carbon footprint. How great if you worked with Lake Macquarie & made cycling a sought after tourist destination in our region for cyclists. Loop the lake is no longer a loop because laying an extra 2 metres of bitumen at the time of road building seems to not be on Councils radar? Every road should be adapted for cyclists perfect climate & perfect opportunity to put us on the map! Cycling is growing but safe pathways are not keeping up.

An off road cycle route along Styx creek from kotara to cockle creek, (including through gasworks site)

An off road cycle route alongside Carnley Avenue and lookout road to JHH

Off road cycle routes alongside the train lines from kotara to Hamilton, Broadmeadow to Hexham via the University, Hamilton to Hexham.

Better linkage from fernliegh

A route along the new JHH bypass from lookout road to the University bike path

My suggestion is based on potential commuting opportunities into the city for work/uni to reduce reliability on cars but as an alternative to public transport.

A key missing link is between the Fernleigh Track and the city via Adamstown/Hamilton/The Junction

At the moment the cycle route from the end of the FL track continues towards Broadmeadow which is a good recreational route but not good for commuting. I note plans for a Junction to Mereweather section which is great and future plans should consider routes from The Junction into Newcastle West and importantly from Adamstown into the city via these new connections. Combined with the FL track the potential commuting catchment would be large, especially with more people using e-bikes.

I'd love to see the Fernleigh Track extended from Adamstown all the way in to Newcastle East. It looks fairly easy to extend it along beside the railway line to the Showground or along Glebe road and Darby street by replacing street parking or a road diet and using the street parking to protect the cycle lane in many places.

The King street cycle lanes would be a key artery if they were consistent and protected along their entire length. As they are currently they do next to nothing to make people safe when cycling. I'd like to see all the disjointed bits connected up and protected all the way to Jesmond. A connection to the University via Acacia ave would likely also be very well used.

Connect the fernleigh track into tiwn

Waterfront development around Wickham has caused the main disconnection that I experience
No
As above, plus the southern Fernleigh link through to Swansea
Look at where on street parking /wide shoulders can be modified to allow for dedicated cycle lanes
Make them connect. Not stop/disappear suddenly.
Connect the route to Smith park through to Georgetown
Need clearer directions of routes. Need to traffic smart to navigate routes.
Separated cycling lanes are required.
See above
from end of jesmond cycle path at croudace on road along Howe to Tyrone
More cycle paths
If there was a way to make a dedicated cycle route inside the railway corridor from the University of Newcastle, Callaghan campus all the way to the interchange and then onwards from there to the old Newcastle station.
Can we have a joined up network that NCM published a few years ago.
A proper crossing at Maud st would be good
No
I think there needs to be a dedicated cycle way from the race track that crosses the pacific highway. At present there is no combined bicycle and pediastrian crossing point. This means riding on the footpaht which is at present illegal
Physically separate from car traffic routes into and across town.
Down Scenic drive needs a safer bike path and wider shoulder in places.
No just make it safer for all cyclists.
Ongoing connectivity between existing cycle-ways
As above
Complete the cycle loop from fernleigh track to spears point and wallsend
Build cycling infrastructure in the city as there are no parks and it will be well received
Designated lanes on roads
More shoulder on Glebe road to get to the flt.
Can we use the old mining tunnel to get to merewether?
Not options off fernleigh of new tracks entirely
More direct commuter routes with less meandering
Yes, more designated bike lanes around the city.
Yes the linking routes are not well protected
Advertising to break down stigma cyclists have against them

Less random ends to cycle paths and not allowing them to enter a road with smooth transition to stop confusion with other road users
Crossing the main road near Adamstown station.
Not really as the signs that are in place now are easy to follow.
More signs, I often have to get Google maps on my phone to know where to go
A path between Stockton and Williamstown airport possibly connecting the new fern bay to Mc Donald's round about. A fire trial/dirt track would be sufficient, if this would be achieved, I believe allot of airport staff/raaf base staff would utilise the track.
No I believe the ideas that have been mentioned recently on social media are a wonderful start.
Having routes which are connected and do not suddenly end midway down a road
Moe cycle lanes or speedster cycle lanes or paths
Very hard to safely get into the city from Hamilton unless you cycle right across to Throsby creek
Think like a cyclist. Clearly Mark paths that you intend cyclists to use.
It would be great to have more designated cycle paths on the roads
Use rail corridors
More cycle ways
See previous
Have dedicated cycle lanes on all arterial roads. Pay special attention to junctions and where the cycle paths merge with car traffic.
Stop letting cars park in these so called "on road bike lanes" If it's a bike lane make it a bike lane!!!!
Any connections between Newcastle City Council and Lake Macquarie City Council would be ideal. Both have decent cycle way, but dont easily connect.
More cycle/ walking paths connected
Give more priority to cyclists through intersections/across private driveways to encourage more accessibility and ease of use.
Something from Adamstown to Newcastle would be great.
Yes, connect them.
See above.
Existing cycling routes are generally well connected but if you want to go anywhere off-route, e.g. through suburbs, bike lanes are often not available.
No
Keep bicycles off the road
The above are all crucial to connectivity.
Need to have no on road section
Allow civilians to be able to comment, other than with he cycling network who are only interested in their own ideas,
Upgrade of shared paths etc

Could we use the land adjacent to the rail corridor
As above.
see above response
more use of green space
The changes need to be made with cyclists front of mind. Not as an afterthought. Priority always seems to be given to developments, construction etc with cyclists (Ratepayers) an afterthought.
Take the cars away
Better signage
Uni campuses
All new road works should have a representative from a cyclist body to make comment at the time of design, not as an afterthought.
More please
See above re Stockton.
Build some new pump tracks and jumps for mountain biking
I am looking forward to the link along Cottage Creek from the foreshore to the Junction.
1 way in 1 way out designated cycle ways in and around town
A path from fernliegh track to the city
Alot of cycleways just end abruptly
Keep connecting them. The range of cycleways is already large but will benefit the community more if the various sections can be joined into a navigable cycle network
As above.
As above.
more separated cycle lanes
I am not familiar enough.
Think about changing to drivers give way to cyclists at intersections of paths and roads (eg Fernleigh)
Connecting Fernleigh to Newcastle would be a great improvement
Advertising a map
All links to and from the Fernleigh track need better separation from road traffic.
A cycle route through Blackbutt Reserve East to west
Increased cycle only ways
Take down the 5G towers! [REDACTED] Too connected already!
Perhaps just time to go over visibility at intersections re location of parked cars to where bikes cross, and also traffic flow in the areas where bike use is increasing, so that bikers may where possible minimise stopping. That is one of the things that would get people onto bikes for commuting purposes, the possibility of a smooth flowing ride as everyone who is commuting whether car or bike is always looking to get somewhere a bit faster.
Better incorporation of cycle lanes into new roads
increase in seperated cycleways
Consult with cycle groups this survey should help

More dedicated cycleways in the city.
Yes. Sort out the confusion with the light rail. We feel so unsure how to ride around there.
I suggest we need a DISMOUNT SIGN in the underpass at the Kiosk at Newcastle beach, cyclists should not be allowed to cycle through the crowds waiting for coffee.(in normal conditions).
Get on a bike and engage with cyclists.
Annual budget to improve cycle paths
As a cyclist I'm content to be on the road but on separated bicycle lanes, the number of people using their mobile phones in their hands is way more than speeding and reckless/careless driving by far and the most terrifying thing for me on the road
Make it a priority
More green sections on the road for bikes.
Safer connection from Fernleigh Track to Charlestown would be great.
Fernleigh track - riders aren't considerate - riding like it's a velodrome - not a share walk /ride track
Is there any???
As above
Connect football stadium Broadmeadow track to Islington Park to complete the long safe corridor
Need to improve the Tudor street/ King street intersection for bikes travelling West along King street.
Signage
Ease restrictions on riding on footpaths
Often bike lanes on roads simply disappear as one is riding
A better path from the end of the Fernleigh track into the city/bar beach
More separated bike lanes that are not shared paths
Widen king street to include a decent width car parking lane and margin of safety for doors being opening into the bike lane.
more knowledge of them people dont know
Link fernleigh via west side of lake to bike path from Glendale to wallsend,
Build more
Would it be possible for a route to Warner's Bay?
Make sure that the roads you have to ride on to join up cycle routes are smooth - the roughness of the road can be horrible!
We need to have dedicated cycle paths similar to Melbourne. Otherwise you simply take a very big risk when cycling anywhere around Newcastle LGA.
More cycle lanes
Nil
Resurface and remove the bridge
Stop painting sections of road green and then have them tail off into nothing.....or worse, door zones (Union Street)

Extending the fernleigh track from whitebridge/kahibah through glenrock and comes out at merewether.
Connect Throsby creek cycleway with Fernleigh track
I approve all the suggestions of the local cycling advocacy group.
Better signposting (hard to find connections), Wharf RD connections don't exist.
No as use the major roads due to the cycle routes being either shared paths and therefore not suitable to use for commuting or too disconnected.
Have more separated cycleways not just on road connections
Yes, connection from start of Fernleigh to CBD should all be off street / separate bike lane.
Shared paths which cross over multiple driveways and roads are slow, somewhat dangerous. I would prefer another option but these are still better then no service. The contra flows used along the beaches (Newcastle Beach and Dixon to Merewether) is much nicer then having to find another road or use the shared path by the beach.
Dedicated bike lane from Newcastle West to Fernleigh, along the existing route through Hamilton/Adamstown.
Get bicycles off the road and provide designated/separated bicycle lanes to keep riders safe
better road crossing for cyclists. extending the fernleigh track.
Need more routes, ex cycling lane on Maitland Rd between Islington and Mayfield West.
Need to develop cycleways in suburbs and not just the affluent suburbs in the city . Council needs to be proactive and ensure facilities are available for all communities
The bit where you have to go on road at Honeysuckle - connect the Throsby Creek cycle path to the foreshore more effectively.
Prioritising the safety of Newcastle city's main roads particularly amongst mass development which inconveniences cyclists and puts their safety at risk for sometimes years (honeysuckle, hunter st etc)
I believe an East-West link in the CBD probably needs more consideration. They're aren't any real options for separation from traffic currently. Newcastle East to Wickham/Hamilton North etc.
All cycleways need to be connected. perhaps using the storm water drain system?
The Glendale track in both directions could be more safely connected. As both leaves us competing with traffic as it finishes at a dangerous intersection and would be good to have a Cycleway continue to the lake.
It would be nice to link the cycle route between the showground and the TAFE. Is there some way the gasworks redevelopment could include a shared path?
More campaigning for drivers to be safer around cyclists. Actually enforcing the minimum passing laws. I had video evidence of my friend being hit by a car which did not give way and the police told me I was wasting their time contacting them. Pathetic.

Using suburban streets to connect paths without unreasonable detours is a good stop gap until anyone actually starts taking this stuff seriously. But they need a real access point and some barrier to vehicular through traffic if they are going to work.

Connection between the fernleigh track at Adamstown and the City i.e. Honeysuckle. Need to increase physically separated cycleways - painted symbols on the road do very little to increase safety and discourage cycling

More signs and marked turns on road.

mayfield is a total black hole for cycling. apart from the schooled st bridge i haven't noticed any change in the area despite the large number of riders forced onto the maitland rd death trap. A uni, a hospital, a bucket load of employers and young families and stuff all effort by the council to provide access to safe cycling. it's as if once the rail line negotiations fell through NCC just put mayfield in the too hard basket.

Showgrounds to islington park would be great and fernligh to blackbutt

Some areas of town are totally out of the way of cycle routes, eg, Charlestown and the Mater, which are both dangerous territory for cycling.

A two way cycling lane along the section of Hunter Street, including The Mall to the beach  
Many cyclists use this route in the wrong direction, it being a one-way Street heading North West.

Smith St is a busy thoroughfare for workers and students on bikes maybe a better marked bike lane? Good once you get into Parry st? I am very concerned about the tracks up near the Great Northern Hotel when riding my bike - not sure what the answer is but the tram tracks and bikes is beyond dangerous. Hope you find a solution soon.

separate lanes, with priority in design needs to be implemented. Particularly given the increase in density in honeysuckle and the new uni campus

I think the foreshore area adjacent to the harbour is wide enough for separated paths for pedestrians and cyclists. The pedestrian portion could be closest to the water. Whilst I agree that the section near the Brewery hotel is too narrow for cyclists to share with pedestrians there, it would be very useful if a cycle path could be developed on the Southern side the buildings in this area.

The link from Eleebana to Warner's Bay is still in progress I assume, but this is one of the worst missing links, in my opinion.

Creating more community routes to connect the suburbs would be ideal  
Preferably a long cycle way around Newcastle would be the best

Finish sections that don't link (as above)  
Find better connection routes that don't involve just painting lines on busy roads

A lot more separate cycle ways.

Restrict parking in narrow streets. Do not install concrete plinths jutting out onto the road forcing bikes into traffic flow.

Put in dedicated cycle lane on Howe St, a bike box at the lights on Croudace St, and a specific bike traffic light to allow bikes to cross before cars.

Over/under passes

- If multiple car traffic lanes, replace one of these lanes with a cycle lane.
- Convert low traffic streets to one way streets to make space for cycle lanes.
- Replace car spaces with a cycle lane in low traffic areas (perhaps even high traffic areas)

I think you can make better use of low traffic streets. I lived in Redfern, Sydney where they turned a number of quite streets into one way streets freeing one lane to be dedicated to by-directional bike traffic. It was quite effective and vehicles still had access. Yes you will annoy some people but you have to decide whether to build this city for people or for cars.

Yes. Don't just stop the bike lane markings. Get on a bike and ride the area and see if they join up.

Consultation, survey and planning. Many road upgrades around the city have had a detrimental effect on cycling activities despite the council saying they want to create a cycle friendly city.

Cycling routes need to be free from cars and pedestrians

let cycling route designers cycle around themselves. Preferably also on cities abroad known for cyclefriendliness

Most bike routes are mostly good but nearly every one has already one dangerous intersection with little or no bicycle lane.

No. However can councils please stop painting over and over and over the bike symbols on the roads? They get higher and higher and are an actual hazard for cyclists. when you hit one of those on 120psi tyres it can throw you off your bike

Cycle give way crossing into the Fernleigh track at Adamstown on Brisbane Waters Rd. Improved very visibility and signage from Uni to Vera St Waratah

Fix up queen wharf area as above...more signposting of dogs to be kept onleasv would help.

Remove one lane of parking in King Street and convert that lane into 2 way bike path

Make cycle routes a priority over car or other traffic rather than just fit it in if/when you can. Areas around Westfield in Kotara certainly need improving. On some paths you are competing with cars turning into drives, passengers waiting at bus stops and shopping trolleys.

Protected bike lanes including 'green paint' on road.

Join them up. Link all suburbs with designated cycle paths that are separated from vehicle traffic and go to where people want to go instead of where it's easiest to build paths.

Creating more local traffic zones across the inner city suburbs to slow traffic down.

Ensuring that the safe cycle route isn't twice as long as riding on the road due to the number of times it crosses the road or has to give what to other traffic.

Start by going for a ride with those responsible so they can see how overcrowded and badly planned things are in 2020.

Using pedestrian paths in sections that then joins back to roads is pretty useless as it usually requires having to cross intersections in ways unexpected to cars

The main routes are quite good, it's the connecting pieces that can be tricky. Heading North past the stadium goes from a shared path to a sidewalk with pedestrian traffic which can come directly out of businesses on the path.

Reduce vehicular traffic on on road cycling routes that aren't physically separated, best 2 strategies for this are lowering speed limits and/or mid block closures preventing through traffic but allowing bicycles to filter through.

An overhead cycle way is a MUST! Seperate all road users onto individual roads of traffic.

Don't interrupt cycleway at new inner city bypass.

Major: crossing Maud St at top of Prince St must be off-road. Signals would be very disruptive. Significant route for adoption.

dedicate to one side of the road a cycle lane adjacent to the kerb, add wheel stops. Then relocate parking to the same one side of the road and make it rear or front to kerb car parking. this separates bikes from swinging car doors and vehicle collision. Pedestrians getting out of their parked car have good surveillance of any traffic movement.

Formate from one side to the other would be: Pedestrians- kerb -cycle lane- wheelstop- car parking- vehicle traffic- kerb- pedestrians.

This may not be practical in all situations.

I Saw this in the center of Paris and looked very safe for pedestrians, cyclists and vehicles.

As above. Also merewether to Hamilton. We need a few key separated cycle routes made for commuting.

End of fern,eigh thank to city can be improved. Suggest similar to merewether beach make some roads one way with seperate bike paths.

WARATAH shopping village has no designated cycle entrances BUT then again the shopping village has no cycle racks either. A marked cycle way(on road if necessary) from Newcastle road lights would be good.

Separated path e.g adjacent the rail line

Improvement of signage between routes

Dedicated bike crossing buttons at traffic signals

Cycle lanes are often just the side road with a bike painted on them. Cars parked in the way and need to change lanes, sometimes they just come to an end with no warning. Missed opportunity for brilliant cycleways down hunter st.

Separated cycling lanes.

Better signage for both drivers and cyclists.

make specific bike lane on road: for the bikes going in the opposite direction to the traffic on shortland esplanade Newcastle east this is an accident waiting to happen

Many good cycle paths already established...Connect them up! Make bicycle highways so people can safely and reliably use them to commute.

Throsby Creek between Hannell St and Lewis St. Needs lights and widening. Really important thoroughfare to connect Islington / Mayfield to the City, but the path is not usable for commuters or recreational cycling in winter (it's dark and feels dangerous)

Designated cycle pathways linking up. A Masterplan of the Newcastle area cycleways and proposed linkages for public consultation is required.

More bike lanes or shared bike/pedestrian paths in high traffic areas

Generally better connectivity between cycle routes and dedicated cycle lanes marked on the ground

Please fix all pinch points on main cycle routes connecting main paths.. like the one on scenic drive between Yule rd and Woodward street... make them all wider and put bike markings on them.

Spraying some bike markings on the road in the car door death lane does not make it safer!! Even makes it worse as motorists expect you to ride there, but then don't check before opening their

car doors. I know far too many people with broken jaws, noses, ankles from their interactions with cars. You're so vulnerable on a bike. There is literally nothing protecting you. And increasing fines for people when who forget their helmet when it's expected we're ok riding 20cm from buses passing by is an absolute joke!! The 1 meter distance laws need to actually be enforced. Lots of people get fined for not having a bell or a helmet. But which motorist has ever been fined for almost rendering a cyclist dead or quadriplegic???

Short term solution: a clear line/green path on the road for cycles, so it is clear for cars they have to share the road.

Long term solution: making a separate cycle/shared path to marketown - that would be the best option which is very safe for everyone.

Get rid of 'squeeze' zones on roads where there is a pedestrian crossing

Bike lanes on Darby St or Union St

Lambton Rd railbridge or Broadmeadow station.

The Bridge is not very safe to cross, and you cannot ride through the Broadmeadow station tunnel.

After Glendale Tramtrack finishes in Wallsend you are stuck on Fredrick street with no cycleways or safe roads. It would be good to see a better route Central Coast or from Morriset to Newcastle. It would be great to see more physically separated shared paths separate suburbs in the Newcastle LGA and surrounding councils

Improve connection from Throsby creek/foreshore into the city. How many crossings are there that cyclists can ride across across honeysuckle drive and the foreshore to get to Hunter St/King St? None (unless they illegally ride across pedestrian crossings.

Definitely need to improve the link between showground and Islington Pk via the TAFE.

Need to allow bikes to turn right at the intersection between Honeysuckle Drive and Steel street when approaching from Honeysuckle Drive. Provide space for bikes to assemble next to pedestrian crossing and bikes cross on the pedestrian lights, but by using road. Everyone does it already and its completely safe. Unbelievable that this was not considered.

More visible signage for cyclists & route information shared accross social media platforms.

Just general linking of cycleway would be good. No use having a shared cycleway for a few kilometers that then gives you no choice but to ride in a major road artery like the newcastle inner city bypass then leading to lookout road new lambton heights. Also upgrades to curzon road in new lambton should be a must! This road is a death trap! 2 way road with blind corners with barely enough room for 1 car at a time to go through, add local kids playing on the streets and a cyclist thrown in for good measure....

I believe two routes would make a significant difference.

1. Stockton to Newcastle airport,
2. between Adamstown train station to the take. This connection would realize a non-stop cycle way from Belmont, throsby creek, honeysuckle, foreshore and bathers way.

The Fernleigh track abruptly ends at Adamstown and there's poor paths and limited signposting to get to the city from there.

Less zig zag of back roads [REDACTED]. Use more bikelanes on current roads (paint)

As mentioned previously, a connected bike path from New Lambton through to Newcastle. All that is lacking currently is the section through Hamilton North and into Islington Park

Richmond vale rail trail to extend into Newcastle and across to Cessnock/hunter valley. Bringing tourism across the greater hunter region.

There needs to be a dedicated cycling route that connects Newcastle East to the Fernleigh Track and the Wallsend Tramway to link up with Lake Macquarie.

more bike lanes, more safety/police awareness/measures for bikes being stolen

More logic in route connection and more complete paths and on road bike paths

Commit to investment in quality infrastructure that encourages people to ride because it is safer

It would be good to have off-road cycleways connecting Throsby Creek to Fernleigh.

Stewart Avenue cuts off many routes into Newcastle. Gleeb Road is unsafe. Better marking of cycleways and shared cycleway around Westfield Kotara to better inform pedestrians, cyclists and drivers.

Create more shared paths throughout the city.

This could be done by closing roads to traffic or creating more one way streets for cars to allow for a whole lane of shared cycle and pedestrian use.

For those of us with children on bikes, there are virtually no crossing opportunities at arterial roads, except for traffic lights at intersections between major roads. We need lights or pedestrian crossings where quiet streets intersect arterial roads.

It would be great to have a barrier to protect cyclists all the way down the highway from charlestown to parkway avenue. While there is a bit of a shoulder lane, cars drive in it all the time.

More cycling signage

Cycling friendly billboards

Add Lighting along some cycling paths

Once construction along Honeysuckle ends we need a separated bike lane along here.

We also need a separated bike line going down King Street. Even a back street separated bike lane from the outer suburbs coming into the CBD. It can wind it's way into the city and be a bit longer as long as it is separated and safe.

You need to develop a plan, at the moment there is no overall plan to encourage people to use bikes to commute or for exercise in a safe manner. This has been done in many large cities in Australia and around the world eg Perth

A separated route from Newcastle West to Nobbies (not on the harbour footpath).

Northside of Donald/Griffith heading west the path ends abruptly opposite the showground.

Need to look at some other similar sized cities to see how well they have catered for cyclists (eg Adelaide). Not only do they have designated bike lanes but also intersections have traffic light sequences to cater for cyclists.

Implement cyclist and pedestrian priorities in ongoing maintenance and upgrades/ new development. Inner city intersections, especially around Marketown are unsafe

Off road or separated link between show ground and Islington park. Change to having cycling lane on the kerb side of parked cars as a standard approach.

Enhancing the existing cycle routes. To make cycle highways that interconnect with each other so that you can get easily and safely to anywhere from anywhere (within reason) using safety cycle paths.

Some of the road signs and trees should be removed or trimmed....bikes could easily divert around Queens Wharf if street signs were removed from the footpath and put on the eve of the building

There are currently not really proper cycling routes beyond the harbourside and Throsby Creek tracks in inner Newcastle. It's very disappointing that the lesbians queuing plan wasn't enacted. All the evidence shows that if there are separate bike paths, or shared bike-pedestrian pathways, more people will ride. C-19 is increasing this pressure.

Make cycleways clearer. Improve driver education. There is still an anti cycling attitude. Last year I did over 4,500 kms just commuting to work. A near miss occurs every second week due to distracted driving or the need to beat me to an intersection.

The one that comes to mind is I'd allow cyclists to ride on the footpath along Laman st when heading East in front of the library. This makes it easier to get to King st when you are heading from market town into Newcastle via the back streets.

Dedicated and seperate cycle tracks alongside main and major roads.

More bike lanes, even some of the cycle ways offer the same problem as normal roads as far as having risks from car doors or cars

Fernleigh to Newcastle City  
Belmont to Swansea  
Warner's Bay to Wallsend

most of the cycle routes are disjointed and don't make sense--its all an after thought to fit in with car traffic--you need a good cyclists to run their eyes over it to make improvements

There needs to be a determined effort to connect outlying suburbs with the city. Separate trails and/or lanes that don't merge with main roads.

More signs with flashing lights and PR awareness ie radio Facebook instagram

The first priority would be to reduce car speed limits to a minimum of 30km/h along roads noted as medium/high difficulty cycleways (highlighted pink/purple on the cycleway map).

The experience overseas is that if you have bicycles mixing with cars, then the cars must be moving at a much slower speed. This could be a low cost implementation which would make a big difference.

This would be a start, but if you really want to connect all types of cyclists (children, teenagers, women, inexperienced riders, elderly etc) then cycle routes as shown on the map aren't going to be available to all riders, unless you connect them to peoples homes.

Crossing near Sandgate Rd/ Cameron St needs signal ped crossing.

Road resurfacing to kerb along Lambton Park.

Chatham Road between Showgrounds and TAFE should be upgrade link. Road in ordinary condition for cycling and connects to multiple paths.

Jut make them as safe as possible with continued expansion of same like the furnleigh track

JUST do something and stop procrastinating.

There are more suburbs in Newcastle than the Merewether and bar beach area. Connect stockton (flat area) for families

Plan the route and have them take precedence over development, car traffic and budget spends on kerb intrusions at intersections and crossings.

At least have the green lane markings to connect different routes, but better still, please consider either making shared routes on footpaths or separated bike lanes.

<p>New Link cycle way from Fernleigh track Adamstown to Newcastle west via Stadium -A separated cycle lane from Newcastle West to East end</p>
<p>Widening roads and having physical barriers in place between motor vehicle and bicycle lanes. Having more no parking areas along cycling routes to avoid car door collision.</p>
<p>Look for the end of bike lanes, if you find the end then you have found the start of the next lane you need to build. Create bike taxis and give them priority access to busy areas, tax deductions, whatever you have to so that non cyclists can begin to understand how good being on a bike is, and how [REDACTED] in cars are (ie. Their own behaviour). Support more small local bike mechanics who are approachable instead of the bike shop wankers who will only talk to you if you're buying a road bike for 10k.</p>
<p>We need more off road paths (like the Fernleigh!) we need more separated paths and better markings and signage to support cyclists on shared roads where separate paths are not possible.</p>
<p>The existing network of off road paths needs to be linked up in a way that cyclists feel safe. Specifically the links from high use areas to the CBD</p>
<p>connecting the lake Macquarie lake front (watagan cycle track) cycleway to the fernleigh track. in other words from elebana lions park to belmont. also a short stretch connecting the tramway track near the 7 day Adventist church to the traffic light at the end of croudace rd. there is a dirt track already in place only needs sealing.</p>
<p>Creating paths similar to the fernleigh track more throughout Newcastle connecting cycle routes, this creating the safest bike routes.</p>
<p>Make sure they don't dump you into an area with no shoulder - like the railway bridge between Mayfield and Tighes Hill along Maitland Rd. Think like a cyclist. Emptying into a quiet street is fine, but a bust road, or no shoulder is awful.</p>
<ul style="list-style-type: none"> <li>- dedicated cycle lanes</li> <li>- removal of road hazards</li> <li>- education of drivers</li> <li>- discouragement of using cars</li> </ul>
<p>When any new road is built there must be a safe separate cycle lane included in the design. Hunter street is a terrible wasted opportunity and dangerous.</p>
<p>At the very least, markings and signage and maps to indicate how to get to the next safe bit, quite often cycleways just 'end'.</p>
<p>connect the southern end of Fernleigh track with the lake. Connect the southern end of the Glendale track with Blackbutt or Kotara</p>
<p>Lambton cycle way to Foreshore cycle way Jesmond cycle way to Lambton cycle way Fernleigh into the city</p>
<p>More signage and attention to surfaces including sweeping and maintenance Centre line marking What happened to the little sweeper seen on NCC bike paths Reward cyclist with recognition and promotions</p>
<p>National Park Street is a far safer option for cycling between (say) Parkway Avenue and Hunter Street than Smith Street is. Elements that make Smith Street unsafe include: parking/vehicle maneuvering along the</p>

recreation areas; narrowing intended for traffic calming; lack of reasonable sight-lines on the bend; race track behavior by some drivers; and the desirable very high usage in the netball season, which can involve risky behavior by some younger children.

National Park Street would be enhanced by traffic control signals, or round-a-bout at the intersection with Parry Street.

1) Outside of busy commercial areas the development of shared paths on footpaths should be considered. Newcastle is an old city and it's hard to squeeze more space out of some of the city's roadways.

2) In Blackbutt Reserve a single path from the end of Queens Road along the present walking trail to Lookout Road would create safer bicycle access to John Hunter Hospital. Cyclists would then be able to connect to the trail that heads down to Jesmond Park.

Cycle Traffic Lights, Separate cycle lanes, the roads in Newcastle are wide enough to have cars, cycle roads and even cars parks in some areas. Look at Cycle models in London, Amsterdam and even Barcelona. Training courses for both drivers and cyclists see below point.

Physically connect the shared paths on cnr Selma & Donald Streets intersection (there's a ~10m grass gap. Bindi's are lethal to bike tyres!)

Extend the shared path from Donald St west to deliver riders to Hamilton train station (currently an unpaved grass/dirt track).

Consider dual direction cycling in the Hunter Street Mall, i.e. east and west.

A cycle path that shadows the light rail route, as a commuter route (i.e. off road, non-scenic).

More separate bike paths. Less shared path and car friendly options.

Mapping out all the points where existing routes cross roads and identifying intersections that do not have an traffic controls (lights, pedestrian crossings eat ) and either changing the interesections or adjusting the routes.

New roads and landscaping projects to leave space for dedicated bike lanes.

Mapping bike lanes which run out after a few hundred metres, leaving you in the middle of busy traffic.

Close some lanes in the city area to cars or parking and make them bike lanes. Focus on the connection between the uni and the city and between the city and fernleigh track. Reopen the mtb trails in Jesmond bush land.

More marked/ separated lanes and wider shared paths. More places to lock bikes up, I work on Bolton street and just on one block there's at least (normally) 8-12 bikes locked up on the timber frames surrounding the trees.

Need more cycle paths. Less roads. Convert footpaths and take up on street parking.

Pedestrian lights on cycle routes take forever . A count down on the lights would be good for cyclists so that you know how much time you have to get across the road at lights.

Any time there is a median strip in the middle of a road, it needs to be partially replaced with a lane for bikes. The island on Honeysuckle Drive for instance is exceptional in poor design. No place to commute just a place that occasionally gets mown...

Slow cars down...we have a culture of fast cars, that's what's dangerous. Cycling in many cities overseas are much safer, but have far more people; Holland and Japan in particular. On streets, people just drive slower...

If we had purpose built connected cycle ways radiating out from the city to all points of the suburban compass we would allow greater commuter access to work place and reduce traffic. At the moment they are such a mish mash of surfaces,lanes, no lanes,sometimes on roads,

sometimes not, green ways that suddenly end ,go past parked cars with the ever present risk of doors opening, etc etc.

Close parking lanes and fence proper cycle lanes free of cars including turning cars...most sections between cycle lanes are extremely dangerous..

All councillors should get on a bike with there children and you will experience the problem

Make Wright Lane 2 way for cyclists, similar to foreshore and provide ramp for connectivity to Honeysuckle Drive. Cycle way from Darby St is Civic Park, Wheeler Place, Civic, Wright Lane.

Extend Fernleigh Track at northern end to Adamstown Railway station and then alongside canal to Broadmeadow Station.

Cycle Bridge over Styx Creek on western end of Islington Park and extend cycle path to TAFE.

Fix Hexham with immediate work on Sandgate to tattoo route, footdragging is ridiculous as the road is already there. What a joke. Shamrock crossing should be open and road improved to Tarek.

Joined up routes. Paths that don't become car turning lanes. Lights at route intersections, especially on Brunner rd

Connecting Adamstown Heights /Kotara (raspberry gully area) to Charlestown

Connecting Fernleigh to Lake Macquarie

Connecting fernleigh to harbour

Connection to wallsend/Glendale path at Macquarie College. Wallsend to jesmond path crossing at Douglas st (near Cowper & Willkinson ave) is deadly in afternoon periods as there is no gap in traffic to even get across. Kokera st crossing is poor as you have 2 crossings within 5m of each other and you can't see traffic coining around corner. Maude st R6 crossing is non existent and we were told it was being built.

Separated cycleways

Signage educating pedestrians to keep left & what sharing means. Police booking pedestrians for walking & using phones

A better connection between the cycleway on the southern side of Hamilton train station to the foreshore shared path. Currently the cycleway just ends at the intersection of Gordon Ave and Parry st's. A separated cycleway down either Parry/King St or hunter St's would link this cycleway to the city/foreshore cycleway.

I think Newcastle is heading in the right direction. I think a parallel process needs to be educating drivers to check before opening their doors and give space to cyclist they have similar rights to cars on the road and I don't think people know this. From experience I've been yelled at for being on the road, I've been hit by car doors opening and I've seen it happen to others too. We are a perfect city for cycling but if we don't feel safe doing it then it wont happen.

Create an east-west link.

Improve cycle access through the city

Create physically separated lanes

Create raised cycle crossings on major cycle-ways such as the Fernleigh track

More cycle routes on more roads. It's a great city with lots of great places to exercise, eat and drink. Plus many of us live and work in the city (or near the city). Cycle routes should be planned on all roads. Cities like Amsterdam and Copenhagen are way more liveable and friendly places because of cycle culture

Mayfield to Newcastle beach through the city needs dedicated cycle-ways, painting green areas in the death (door opening) zone does little to improve the situation, needs to be physically separated if cycling uptake is to be improved.

I'd say the highlighted proposed cycleways on the accompanying map look excellent. My only additional suggestion would be better direct connectivity between Merewether/Hamilton South and the Adamstown end of the Fernleigh Track: perhaps a designated route encompassing Gordon Ave, to Darling St, through Adamstown Park and then the best route possible over to Teralba Ave.

Clean cycling lanes, there is always too much glass and debris on the cycling lane.  
Larger shared pathways.  
Marked lanes  
More cycle ways connecting outer Newcastle suburbs to town.

The use of quieter roads and cycle ways is a good policy but connections between them need good (preferably seperated) cycle lanes.

If you want to encourage more people to take up cycling and keep the ones you have they need to feel safe. We need separated cycle paths.

Better connectivity between residential and recreational activities. We have reasonable connectivity with the University and the city for study and work.

The cycle way at Stockton is great and is well used, though there is a point heading north from the ferry wharf to the main breakwall where the path stops and joins to a road. The only option here is too ride on the road which lots of people feel unsafe to do.

A potential route could be to follow the boundary of the tourist park on the outside fence of king street and around to Pitt st heading north and all the way north to the surf club.

The other option would be to go straight along dune line on the inside of tourist park and link up to surf club car park.

As a Stockton resident I often see tourists ride from the ferry and then come to the end of the cycle way and are lost at king st breakwall intersection:

The ideal outcome would be for the cycle way to circum navigate the entire Stockton coastline and continue along the shoreline next to Mitchell street and finish north at corroba oval where the cycle path could connect to the existing path at Fullerton st.

Make them safely link up. Have a few main veins that run through multiple suburbs, that most people can ride on back streets too, then get on to access places.

In the areas aforementioned (Honeysuckle and from the entire A15 to King St), more consistency for safe cycling routes, and more space, rather than the prioritisation of driver convenience.

Dedicated bike lanes on the roads between cycleways and dedicated signage to show cyclists how to get between cycleways the safest and easiest way possible would be amazing!!

I would also absolutely love the new cycleway best shortland, tarro, etc would be another great opportunity for safe riding

The John Hunter is poorly linked to the southern route. the links to Cardiff, Glendale and Windale are non existent

Get rid of cars.

Failing that, bring forth robot cars and watch the road toll and accident rate plummet.

I for one will welcome our AI overlords driving vehicles. Driver education and attitude in Australia is atrocious towards cyclists.

Everyday I witness abominable and dangerous behaviour.

On a base level I truly believe anything that can alter driver attitudes and care will improve cycling rather than infrastructure.

Separated cycle ways from car traffic.

Planned transitions between cycle routes rather than just ending

Signposted cycleways throughout the city.

If I would make a suggestion, personally I would recommend a direct cycling way from the mc donald stadium to John Hunter's, which does not go via the R5. I think a lot of people should cycle who work there, and they possibly would.

Also a connection between Beaumont street and merewether would be appreciated.

Impossible to access Charlestown Warners Bay region by bike from town due to no paths other than Rasberry Gully which is too steep for most. Then it's dangerous getting down Hillsborough Road. Could do work on Great North Walk access just south of Burwood Road on Fernleigh to get access to Charlestown and into Warners bay hillsborogh region.

Yes! Foot path riding needs to be improved. Mainly with more ramps from foot paths down to roads to cross over the road. And with pedestrians crossings over main roads (eg, southern end of Beaumont st on route to Hamilton Public school).

I cycle with children on a cargo bike and with a 6 yer old on his own bike. It's great once we get to the bike paths, honeysuckle/foreshore etc. I find I have to pick specific routes with crossings to get to the paths safely and many routes don't have ramps from the footpath to cross the road. I live in Hamilton East and many foot paths have no ramps.

Dedicated connections eg seperated cycle paths from suburbs to honeysuckle would be great.

Greater advertisement of "safe" cycle routes. Easily available maps of these routes, both paper and digital versions, and versions that are available on mobile phone mapping applications.

Stopping urban sprawl, higher density city.

Better City Planning

High density cities (with affordable housing) are faster (spread out suburbs are inefficient and get people addicted to cars) and cost benefit ratios for bicycle paths show increase in society health and increase in business/shops near them. Currently half of the vegetables we in NSW eat are from city fringe farms that are due to be overrun by urban sprawl. Train transport through the bush linking up higher density cities. Stop urban sprawl causing social isolation and wasted travel time and contributing to housing being unaffordable. Curtin uni has done a study that shows the infrastructure (road, water, sewage, phone/NBN, electricity etc) costs for a new suburb are

\$684,000 per dwelling (Curtin\_Sustainability\_Paper\_0209). Why waste this money to build a house that makes people unhappy driving 2 hours to work and unhealthy because they have no time for exercise. More mixed social housing (and making it compulsor

Many bike lanes end abruptly leaving cyclists no option but to join vehicular traffic, often without warning for cyclists nor motorists. A safe means to join traffic should be provided, rather than expecting cyclists to stop, dismount or put themselves at risk. Motorists should at least be advised that cyclists will join traffic. Encouragement of active transport would suggest that active modes be given right of way in these scenarios

It would be nice to see the link between Mayfield through to the Newcastle Beaches connect up along the foreshore and not have to cross onto the road to get to these destinations. There also needs to be sufficient space for both cyclist, walks and the lanes need to be marked out clearly as well. Also should have water bubblers along the way as well.

the linking of routes would be great. Include a painted line along road edge that helps guide you to link streets, say you are trying to get from the city to the Fernleigh track or track to the Lake (LMCC I know)

Getting from the city up to Glenrock. This is a fantastic resource that has massive potential. this could link to other beautiful parts - Styx creek / Raspberry gully

The throsby creek path should be extended into mayfield, so a large population suburb can safely cycle into the city. A path could go through the tafe to the scholey street bridge or think about taking away parking on maitland road and building separated bike lane on either side. That would improve the foot fall to the maitland road shops and make it more pleasant for pedestrians as well.

It's safe to say, a secure cycleway is the best way to ride. To make these paths even safer, consider regularly positioned lighting on more remote stretches.

Where possible, extend the two-way cycleways throughout suburbs and connect the already existing paths to make riding even safer. This would make night riding safer and also open up the pathways to more children, with parents feeling more assured their kids would be ok.

Smoother surface. (This also helps cars).

Wider lanes as cars do drive on or over the line marking the cycle lane.

Plan long distance route and loops and make sure the entire route is safe and not just sections.

I personal would also support a cycling proficiency course as many people, especially young ones don't actually understand or follow road rules.

Need for purpose built connected cycle ways (clearly marked) out of the city to all outlying areas. Greater access to workplaces would reduce car traffic.

Currently there is no consistency of marked lanes and some lanes end suddenly with no warning.

Significant investment!

routes (dedicated safe paths away from vehicles) from key suburbs, which can then have connections between them. Adamstown to CBD, Mayfield to CBD etc

King St and Hunter St are too dangerous to ride on. King St has some nice cycle lanes but is still very dodgy, especially when the lanes run out. At the Stewart St lights heading west out of town the two car lanes become 3 car lanes and cars go up the inside to race away from the lights to beat the traffic in the other lanes. And this is the cycle lane as well. If a cyclist uses this lanes cars try and get around them as closely as possible so they can beat the traffic in the other lanes. Very dangerous point in the road. Similarly from Union St lights heading West out of town where the

footpath on the opposite side is very wide and forces the cyclist and cars closer together. Between Steel St and Union St along King St heading East is also quite dangerous due to the driveways and parked cars and lack of cycling space.

- connect existing cycleways much better
  - construct new cycleways alongside the big concrete drain network (like Styx Creek)
  - construct the Adamstown train station to Broadmeadow proposed cycleway
  - construct more off-road cycleways
- Connect Fernleigh Track to Newcastle better

Removing car lanes and installing separate cycle ways to promote commuting by cycling in the city. Provide incentives for people living greener, healthier lives.

To extend the Fernleigh Track along Park Avenue, along beside the rail line past Broadmeadow and to Hamilton, to link up with the track at Islington, Maryville and along the harbour to Nobbys. With the Lake Macquarie Council project to extend the Fernleigh Track 3.5km south from Belmont to Blacksmiths, this would offer a serious upgrade to an already excellent and well used asset, basically allowing safe bike travel from Swansea all the way to Newcastle.

A connection between mayfield and westfield, a connection from city to other areas like Hamilton, Merewether, junction. To get to these areas involves some dangerous road riding at some point, or illegal footpath riding if you dont feel safe. Having paths connecting the farmers markets would be useful as well. Many use the fernleigh track, it would be nice to have many safe bike paths linking to the track

Yes.

1. Connect them and make the connections obvious. Paint them green or something.
2. I lived and worked for many years in Holland. There, cycle ways are a separate from vehicular and foot traffic.

I am most familiar with commuting to the business district. My experience of this is that cycling is treated the same as driving which causes lots of safety and access issues. For example, to legally access the Honeysuckle business buildings (for parking bikes at work), the cyclist needs to be riding towards Wickham. For people coming from Hamilton, Cooks Hill or Merewether (and from that direction) you have to ride East for some distance and then enter Honeysuckle Drive and drive back towards Wickham. While this is OK for cars, it means a lot of negotiating tram tracks and/or roundabouts - all increasing the hazard for cyclists and increasing the commute time. It causes cyclists to choose other options (footpaths, crossing double lines) which are illegal but safer - which is a bizarre outcome for a traffic plan.

Genuine cycleways - robbed space from car parking lanes are a danger. Drivers expect you to be in it but you must swerve out to avoid car doors and over parked cars.

A path under the bridge at the northern end of Hannell St Maryville as an alternative to the lights, with float switches connected to stop/open signals to indicate when water level is too high. Connections onto the jesmond bypass to the uni n Shortland. Some access to the storm water drains , especially around Adamstown, etc. I realise the various dangers with this, but us a Grt direct traffic free routes to many places. More bubblers/ bottle filling stations, esp in glenrock( n toilets, the sewer line is right there), Bicycle lanes beside railway lines( traffic free n v direct routes).

An integrated plan. People designing them should ride a bicycle and see how it works. Separated bicycle lanes are safer in my opinion. The railway corridor could accommodate a cycle only path. Make paths wider so that it isn't just for a single line of bicycles. Shared paths require more space for everyone to share safely

Use of suburban back streets, crossing lights on cycle routes (Glebe Road, Brunner Road, Gordon Avenue).

Continue with Hamilton north upgrade.

Connect Callaghan and City Uni campuses, upgrade Hamilton North to connect with bike path next to showground/stadium.

To make cycling more appealing the ability to commute faster than public transport and car should be capitalised on. Separated cycle ways on roads (not shared with pedestrians) would suit this best.

Many clear green lanes should be marked in a dedicated network that puts more favour on the bicycle than the car to create a bicycle commuter culture. Some priority at traffic lights. Buses need fold down racks like in Canberra for commuters on wet afternoons, it works really well.

Connect cycle ways and paths together. Too many of them just finish abruptly, with no warning, forcing the cyclist back onto the road. There needs to be accessible, connected routes all around the city, between all major attractions & service points, and to the university.

Urgent attention to dangerous areas between many routes. Dangerous road crossings like those on Maud St Mayfield, near Wilkinson Ave Wallsend, surrounding Adamstown rail crossing.

Improving the routes into town from connecting main roads and suburbs would be a major improvement. As someone who commutes to work it would be nice to feel safe in riding to work. More shared paths and more bike lanes can be enjoyed by all.

1. Bicycle lanes with a protective barrier.

2. Tunnels under major intersections utilising stormwater drains and railway underpasses. i.e. pedestrian/bicycle crossings under roads rather than across them.

3. Widen bicycle lanes across railway bridges. Extra 1m wide lane of compressed cement boards. As per railway pedestrian overbridges at railway stations.

4. Bitumen bicycle paths( not cement) for cost reduction. i.e. more bicycle path for same budget.

Make separated pathways that link all the cycleways and make them wide enough to cope with demand. Have proper cycling crossings with lights in busy areas. Copenhagen is an amazing example.

Wider pavement walkways, especially next to roads where there is no cycle ways.

Physical separation of cycle ways from roads and more pedestrian crossings. If there was more of these, children would grow up riding bikes everywhere. Evidence shows healthy children grow up to be healthier adults, which would relieve the health services and save big dollars. You literally could not have enough cycle ways and pedestrian crossings.

Increase shared and low difficulty cycle ways around Mayfield West and Sandgate. Complete proposed routes round Fletcher and Hexham.

More or better connections to the beaches. There's no connection to wallsend. The route ends at the Jesmond park (or goes to uni). And a link to the bike routes of lake Macquarie (other than the Fernleigh track).

I'd love to see a fully connected City with good access to all suburbs and the appropriate maps easily accessible on a connection points (it is really hard to find the map online and easily access it when you're on the go).

Build the CycleSafe Network as one integrated project over a reasonable timeframe. Separate pedestrians and cyclists. Widen the paths. Raise parking fees to reflect the actual cost to the community. Provide safe passage for pedestrians and cyclists throughout every construction project and insist that every development improves conditions for cycling.

Use the old train line,  
the route along the foreshore needs a clean, quick option for cyclists going around the brewery, at least have a ramp to the road and a ramp option to come back to the shared cycle way after the brewery.

Hunter St Mall, needs to have a cycle path that can go both east and west.

From Newcastle beach up to King Edward Park, would be a good place for a shared cycle way.

Create a shared path between Mayfield and Kotara to help join up the Shopping center or the Fernleigh track. Either that or making a more direct path into town from Mayfield. Currently to get from Mayfield to Town safely you have to go over the bridge near the tafe, go through the tafe, go through the park, past Throsby and then into Honeysuckle. It takes about half hour to get into town. However if you want to risk your life and cycle along the Pacific highway you can do it in half the time. Was doing that until I was almost hit by a car who swerved to scare me

Provided designated off road shared paths which connect!

Hamilton cycleway just ends, cycle paths through mereweather and Adamstown are badly connected, there are no decent cycleway along hunter or king streets.

Glebe Road needs a cycle lane: The Junction -> Adamstown

R5 Donald Street Bridge needs a wider bike lane

Something needs to be sorted linking show grounds to islington park through hamilton north

Build the richmond rail trail from sandgate to minmi

Need to link established off road paths with safer, preferably with off road cycleways. egs.

Fernleigh Track dumps cyclists at Adamstown onto an incredibly unsafe road network. Throsby

Creek cycleway flows through to dodgy back streets in Mayfield & Waratah. The lack of connectivity seriously diminishes the usefulness of the significant investment in these existing off road cyclways.

I feel there needs to be a strong link through Tighes Hill > Carrington > Honeysuckle > The Breakwall > Newcastle Beach > Bar Beach > Merwether.

The connections between these areas are not well defined or safe enough. Pedestrians often crowd the pathways,.

Strategy: link 2 or more cycling-generating destinations, then circuits/ loops, then link loops into networks. Multi-function corridors e.g.. commuter and recreational unless an outstanding tourism / recreational opportunity like the Richmond Vale which doubles as a biodiversity conservation the cultural heritage interpretative trail.

The RVRT is potential backbone to a regional cycliby network from Lake to Newcastle beaches to Vineyards district.

This strategic and biver-picure approach requires much greater collaboration and lobbying by regional councils pursuing a shared vision. This necessary upshift in cycling infrastructure momentum offers post bushfire/ Covid economic recovery and restructuring benefits for the region as well as activities amenable to social-distancing and good general health (pysical and mental) outcomes once the community is beylnD the current stressful peak in the pandemic.

I understand that connecting all cycle routes is a long process but ultimately it would make for a better experience. More and more people are cycling, particularly with ebikes now so popular. Many people I talk to would like to ride to work but cite safety as their main concern and part of this is due to lack of connectivity. Cycleway infrastructure will benefit a growing city with improved traffic flow and health outcomes. I commute from Whitebridge to Murray Dwyer circuit in Mayfield West to take one more car off the road and maintain health. I believe this area will grow in the future and with it the need for better cycleway infrastructure, particularly getting from the south side of Industrial drive to north but in general.

There needs to be a better link between Lambton and Jesmond cycleways. Also between Broadmeadow and Islington. Hamilton , Hamilton south , merewether and cooks hill have no dedicated cycling facility. It's all an on road battle the cars. There is no good cycle connection to Maitland. Maitland road , Industrial drive and the Highway through hexham are dangerous especially near the hexham bridge travelling north which is terrifying to ride.

Yes! GET ON A BIKE. The people planning this and making decisions.. GET ON A BIKE and ride from Warabrook to town, hamilton to town, charlestown to town. Experience what it's like. And not just a leisurely stroll, like it's your transport every day for work. Oh and then do it with your 2 kids and try not to freak out.

Make the cycle ways a priority. When there is uncertainty about who has rights on the road. Cars are Will all but run you over. I have kids on the back of my bike.. if I move to the middle of the lane to cross the tracks at the back of islington I get yelled at.

Better signposting / mapping. It's very difficult to know about cycle routes - I only found out about some key routes by talking with other cyclists

PLEASE - Don't stop your paper maps and other information at the Council boundaries! Cycle routes should be all over the Newcastle, Lake Mac, Port Stevens, wineries etc areas

Add sign maps to key points along a cycle way - then you could see where the better/safer cycle route choices are

A marked and designated bike lane from Watt St through the old Newcastle Station and along the footpath- old train line to link up with some way past Stewart Avenue and the transport "interchange" at Wickham.

Link up the proposed Cottage Creek walkway with a cycleway ASAP from Junction to Newcastle West. the first part just needs some concrete in National Park and along the drain.

The Uni path beyond Maitland road near the TAFE needs thought along Hubbard and right into CHIN Chen need to be designated and marked clearly travelling west. Then crossing Maude street is a nightmare- how about a designated bike crossing landed with the lights at Maude and Lorna.

More shared use paths separated completely from traffic.

Build the section from Fernleigh Adamstown end to near Newcastle Showgrounds. The path could be extended all the way to Donald St as shown in the plan from 2012.

Connection from Clyde Street through back of TAFE and along northern side of Styx Creek where it connects to an upgraded shared path along Maitland Road down to the lights at Hubbard Street.

Use opportunities adjacent creek lines such as Styx Creek, Dark Creek and Ironbark Creek in the rail

corridor such as to go under the bridge at Maud Street for the R6 route, looks like there is plenty of space.

The inner city paths should be more inline with other major cycling cities like Vienna. This means large, separated paths for cyclist on all roads within the city. Right now, it's usually shared paths with cars or people and it's usully separated bicycle routes. It should be a bicycle network in the inner city with multiple options for cyclists. Otherwise, there isn't enough options for cyclist to get around the city and cyclist will just ride on the road.

There needs to be better connection pathways from main cycle routes to the suburbs.

Some sort of clearly defined, safer connection for Adamstown/Broadmeadow/Fernleigh track to inner Newcastle.

Denison, Everton or Dumareq St all appear to be wide enough to have a separated bike lane that could become a cycleway into town. Notably Denison as it runs parallel to the much busier Tudor. Gordon Avenue and Stewart Ave abruptly ends most quieter road connections, E.g. From the nice Hamilton bike path to spitting you out onto King Street which is scary for even experienced cyclists.

At the end of Denison St (towards town) have some sort of cycleway/clearly marked lines either onto King Street itself or if possible, converting the footpath past the Tafe to a shared cycle/footpath that joins the top of Parry St. Physical separation on Parry St from cars would be amazing.

Is a cycle path down the middle of Parkway Avenue a possibility?

Encourage riders down Dawson or Railway street rather than Darby by building a dedicated separated bike lane which could signpost business

Join up the shared path network. Fernleigh track to bathers way, Fernleigh track to the stadium, Fernleigh track to Newcastle West, Islington to the Uni etc.

Riding on the road no matter how quiet, drastically increases the risk of cycling and is a barrier for many people.

Connected off the road shared paths combined with our natural georgraphy and Glenrock for mountain biking will make Newcastle a cycling destination, keep locals fit, reduce traffic congestion and win you votes.

## Overall, what action if implemented would have the biggest impact on making riding safer in Newcastle?

Better marking of bike lanes on roads

Controlled crossings or right of way at main roads and intersections

An off road cycle network connecting the main areas with signage

All roads with shoulders wide enough for safe cycling, and no parked cars on the shoulders

Allow to ride on footpaths, where no pedestrian activity.

More awareness in drivers

Employer incentives

Stop bikes getting stolen from off the street and from all the 'secure' apartment complexes. Bike theft is rife in Newcastle and way above the state average
Educate drivers
Slower speeds for traffic
Separated cycle lanes.
Building separated cycleways
Improving cycleways along Maitland Road, Mayfield
Direct cycle routes, clearly marked along Tudor, Parry, Hunter or King St with clearly marked linking routes off this main path - e.g. on Darby, Union, Gordon Ave etc to improve connectivity to the south eastern area of the city.
RMS actually caring about rider safety. NCC is to be congratulated for their achievements so far - but most of the major roads that are the most concern are not under their control.
Joining up the foreshore shared paths and bathers way shared paths with the Fernleigh Track
Connecting existing off road tracks to become more of a network
Distancing cyclists and pedestrians from motorists
Cycling hubs much like the uni where they have a swipe card system which would be much like a library card. Allowing for security of bikes and cyclists themselves especially at night this would vastly increase cycling in the city for commuting. Roads and paths which actively prioritise cycling and signage to encourage cars and other cyclists to know the road rules.
Having clearer maps. Easily accessible maps result in more people using the paths which makes them safer.
Ensuring better traffic control where construction sites interact with shared paths and pedestrian areas in the city centre.
Dedicated separated cycle lanes - I want my family to prioritise cycling for the obvious health and environmental benefits - but as it stands I can't guarantee they can get from A to B safely
Separated cycle lanes would make me feel much safer.
Making sure that all the paths that have marked bike lanes are actually safe for riders
Not sure
Put the train back in the train corridor! But I guess you want workable solutions. Seriously a car free day, once a month, or once a week, would show everyone, that cycling is a feasible option at other times too.
Educating redneck, bogan drivers that they share the road, not own it. Increased lighting along cycle paths (again, the Fernleigh track is a good example).
Allowing social riders on footpaths and shared paths and keep Lycra warriors on the road
removing vehicles
Connecting outer suburbs with core cycling paths. Helping to avoid having to navigate busy intersections at peak traffic times.
Spending the money that was collected out of our rates, to move good projects out of concept stages.
providing designated cycle lanes on direct routes in/out of Newcastle city centre areas

Driver education
Separating bikes from cars in more areas of the city
Connected cycleways - at the moment you are always switching between cycleway and on-road because the cycleways don't go anywhere.
More dedicated cycleways aimed at connecting routes for commuting.
Better tolerance between cyclists and drivers. Also don't restrict drivers speeds and areas they can drive to make cycling safer as this only makes drivers resent cyclists even more.
More off road cycleways
Connecting cycle paths to form a network so you don't have to face heavy traffic and unsafe riding conditions - to link these up and make a ride between destinations much more appealing and safe
Safe cycling routes to get from home to the shared paths or separated cycle-ways. Currently I would have to ride with the traffic on busy streets and main roads to get to a safe separated path.
More segregated lanes
separated cycleways where practical
Get rid of cars!
Improved connectivity to allow safe transit across town, as described in the previous response.
Separate bike lanes or dedicated paths that all connect from the end of the Newcastle Beach area out of town towards either Merewether Beach and on towards the Fernleigh Track or towards Hamilton > Adamstown and the Fernleigh Track from that direction.
considerate population
Complete the network of inter connected cycleways.
greater emphasis on EVERYBODY having more consideration and respect for others. packs of 10+ cyclists riding 2 abreast on the Fernleigh chasing strava segments give the rest of cyclists a bad name, but at the same time mum and dads with prams and a dog and 2 kids out of control also have no respect for others. if everyone is more considerate so many of the problems go away.
Making the CBD from Auckland Street east, car free. Remove cars from King Street.
Separated bike lanes
The only thing that has been shown to improve cyclist safety, is larger numbers of cyclists. more segregated cycleways will enable less-confident people to cycle more, which in turn will grow the cycling participation rate
Proper secure end of journey cycle cages. With swipe card security, cameras and effective lighting. Need one at interchange, Hamilton near Beaumont st, and one on Darby st. Also one at the beaches around Newcastle
Protected on road facilities where there isn't an off-road option on busy roads
Use of the land beside all the rail lines as cycleways
More cycle only not shared rd/path
Separate riders and traffic

Dedicated bike paths.
Wider cycle ways.
Consistent lanes and paths, not ones that cut out, like on King St where it becomes Parry near the TAFE
Better mapping and connection of routes, not bizarre projects
Cycling lanes only
Well maintained separated cycle ways not linked to roads
More off road cycling areas
education of drivers, pedestrians, and cyclists to "play nice" together.
I do not feel safe riding in a bike lane unless it's physically separated from the road. There needs to be more bike lanes that are continuous and safe that go into the city.
Reinstating the original bike path near Lee wharf on honeysuckle
More cyclists less cars. Fitter healthier population and city
Directly interconnected cycleways linking the fernleigh track
Having off road cycle paths.
Divided space on the road.
Provision of more dedicated cycle or shared paths like the Fernleigh Track, i.e. conversion of existing unused railways to cycle paths.
Dedicated cycle lanes.
Seperate bike lanes to enhance safety. Personally I don't like riding on the main streets and it is a huge deterrence to riding if I know part of the route requires it.
More well connected dedicated and separated cycle paths combined with European road rules around cycling. Basically go to Denmark and copy them - <a href="https://www.weforum.org/agenda/2018/10/what-makes-copenhagen-the-worlds-most-bike-friendly-city/">https://www.weforum.org/agenda/2018/10/what-makes-copenhagen-the-worlds-most-bike-friendly-city/</a>
separating cyclists and traffic
More dedicated cycle paths, stop making us compete with drivers with little or no care for the safety of other drivers, let alone cyclists.
More bike lanes
More specific bike only lanes where people felt safe and can commute without stress of cars or upsetting people walking (people walking can be erratic on shared paths and cause accidents).
MORE OF IT
More cycle specific routes
Safe routes where cyclists are separated from cars etc
We have some great sections of cycle ways. Tramway, Jesmond, Fernleigh, Islington, Wickham, but they fail to have safe connections between them. I cycle from Minmi to Newcastle to Belmont. The piece I fear the most is Minmi Rd my start and finish. I do not have a choice.
Cyclists give way to Pedestrians, Cars give way to Cyclists & pedestrians
Making it all connect smoothly
Dedicated bike paths/

Separation from pedestrians and vehicles. Too many pedestrians and not enough on road separation... eg honeysuckle drive and wharf road.
Have more shared paths
More separated lanes on busy roads.
Physical separation from cars.
Fully connected off-road cycle ways from university/mayfield to town.
More separated cycle lanes.
Dedicated push bike lanes and routes across the entire local gov area
Increase safer routes like the ones near the university (Callaghan)
Separate bike lanes
Getting cyclists off main roads.
Better co- operation or segregation of bike riders and others using the path. . Shared paths are chaotic at best. Too many pedestrians , children on scooters , dogs (unleashed and unleashed ) ,prams and bike riders (that are riding far too fast). Makes recreational bike riding or walking an impossibility. Especially on Newcastle foreshore.
More separate off road routes to minimise need for on road cycling
Off road cycleways
More bikes available.
Create and prioritise clear routes - not just on road... either shared or separated from roa
Dedicated cycleways that link up across Newcastle lga
Nobbys Breakwater should be pedestrian only. No bikes.
More cycling lanes
Connecting population centres to areas of leisure, employment and education through use of segregated path (e.g. separate from roads or with a discernable barrier)
Dedicated bike paths- off road
Making bike lanes for cyclists only at the edge of the road would improve things. Last time I went into Newcastle there was nowhere except the footpath to ride or on the narrow single lane waiting to be run over by a motorist in a hurry or just verbally abused by one for being on the road
Specific bike lanes, not shared on the road or with pedestrians. How great would it be to see people commute to work and families out and about for a ride and all done safely and with ease ??
Wider paths that are marked
Not having to be on road with cars.
Being able to take bikes on public buses.
Slow all cars to 40.... better still, no cars in the city....lets have a walking riding city where locals and visitors alike get an amazing experience of a city in time with where our environment and well planned cities are going.
Physically separated on road cycle lanes. Its a no brainer
To have lanes around the city. Not just start a path and then have iT stop and you have to go on the road with cars or pedestrians. Every Road you build you build a bike Lane next to iT. Easy.
We are not a cycling nation like Holland or other European countries.

More people cycling.
Join existing cycle ways
Join the tracks.
Separated bike paths
install pedestrian / cycling bridge Maitland Rd across railway line Tighes Hill
Separate cyclists from cars.
proper enforcement of the 1m overtaking rule
I ride the 2 City Loop because it is mainly on off road cycleways. So we need a network of Fernleigh Tracks.
Car free days
More cycle lanes
Dedicated bike lanes on roads
Additional bike paths
separated bike lanes for cyclists
Driver and pedestrian empathy.
Dedicated or seperated cycleways from traffic.
More cycleways
Off road or separated routes.
More off road paths
Richmond Vale Rail trail
Listening to and actioning feedback from cyclists, as did NOT happen for me.
Off road cycle paths between residential areas and work/business areas.
Dedicated cycling paths. Not footpaths or small edges on main roads. Go for a ride yourself with kids and see how horrible it is to ride around newcastle.
I'm not a fan of the train tracks, but I remember Wharf road having them and not complaining. I think bike riders push their rights to far which makes some drivers nervous and others grumpy. Relax the law and promote common sense and courtesy. ( If that's not missing impossible)
More physically separated routes
Less cars in and around the harbour and honeysuckle
More off road paths and more routes that join up with Lake Macquarie paths
More connected separate bike paths.
enforcement by police of distance
A change in driver attitudes
education
Seperate lanes for bikes.
More separated and dedicated cycling paths.
Just more dotted line cycle paths The cyclist sign printed in the road in my area has no impact. The linework sends a clearer message
More dedicated bike paths. We basically have the Fernleigh track which is completely choked with cyclists, pedestrians, joggers, prams, wheelchairs etc.

Separated bike lanes on main corridors. Car Driver education around safety of cyclist.
More separated cycle lanes on the roads.
Banning cars from the cbd, which would propel Newcastle onto the world stage and make us one of the most cycling-public transit safe city on the planet.
Designated cycle lanes. I don't think people's attitudes will change for quite a long time yet so there will always be arrogant drivers around who want to abuse cyclists.
Speed reduction and/or local traffic only on Dumaresque and Beaumont where there is a lot of cycling band speeding cars.
Separated bike lanes
Extended fernleigh sooner rather than later
More desperate cycle lanes
More cycle ways
Opening safer paths
Unsure, haven't been cycling for long enough.
Having a shared path from Hamilton all the way into Newcastle
More separated bike paths in the CBD
More off road paths,similar to fernleigh track
More bike paths
Completely seperate from cars with barrier
Some of the improvements seem focussed on commuting cyclists which is great, but these don't often assist serious recreational and or athletes training
More cycle lanes on roads
Separate bike lane
Interconnected and separate bike lanes from cbd to outer suburbs.
Just more connected cycle ways that connect different areas
Dedicated separated bike lanes.
Taking bikes off roads
Single use cycle ways not shared walkways , this works extremely well in Brisbane around the river. Away from cars
More cycling/walking specific paths
More connections
On road separated lanes down the main (direct) roads into the city.
Dedicated bike paths.
More bike lanes
Deticated cycle routes between main areas
Driver education
Cycle paths
Enforceable speed limit on shared paths for family cycling... 15km per hour.... so hard to enforce but with the amount of people on these shared paths hopefully it will slow down or move off those wishing to go too fast

More cycleways and paths leading towards a cultural shift in Newcastle towards riding.
More separation of cyclists and pedestrians.
More off road cycle paths
Separate cycleways which link suburbs to inner city
Consideration toward people that wish to ride at night - with less vehicle traffic it could be a really safe way to travel, but off-road routes aren't really an option as soon as the sun goes down. Example - in winter I wish to ride my bike to hockey at 5pm (light outside), but choose not to because I don't feel safe going home at 7pm (dark). Lack of effective lighting and other CPTED measures means that some cycling infrastructure can only be use half of the time.
Including bike riders in the decision-making on the road network. Too often the planning for roads is dominated by private transport needs and little to no consideration of bicycle users. Setting up a governance system that includes bike riders, and is transparent in how their recommendations on transport decisions are responded to, will ensure safer and better outcomes for cyclists
More off road cycle ways
speed limit for cyclists especially on Fernleigh Track to stop packs of men in lycra racing and yelling at families
Adding separated bike lanes to all major routes
Cycle friendly design. Separated paths and a more integrated network. Greater separation of bikes and cars as a goal. Completion of missing links. Expansion of recreational cycleways - wetland link to Richmond Vale?
Providing separate riding lanes
Separated bike lanes. Absolutely.
Better behaviour by drivers towards cyclists
Increased bike lanes, paths.
More shared paths.
More continuous routes suburb o suburb. They end quite suddenly eg hunter st
Ban vehicles from CBD
Physically separated on-road cycleways. It makes it easier for commuting as cyclists can go faster than they would on shared paths, especially as they become very busy on the weekends. Physically separated cycleways also create a barrier between cars and bikes which is much safer than riding in amongst traffic.
Changing attitudes towards cyclists
More bike paths of the road similar to that near the entrance to Glenrock.
Having off road cycling paths
Dedicated bike lanes and connectivity.
Review cities in Europe that have a huge amount of cycling infrastructure in ancient cities combined with light rail. With less cars.
More separated cycle paths
Designated separated cycle ways- one of the main reasons that the Fernleigh Track is so popular!
Pathway connections at logical locations. Small connections will make a big difference.
Vehicle drivers needing more awareness of cyclist.
Creating segregated paths

Connections with safe access
More separation from public roads
More separation between vehicles and bikes on busy roads
Separated lanes.
More off road cycle paths - Riding in the same vicinity of traffic is basically playing Russian roulette with cars.
More bike paths that are away from cars.
Space for cycling routes between key places people want to ride. Safer, cycle only lanes. So it really is an alternative to a car not just recreational.
More cycleways please
Driver education on how to drive around cyclists and more marked cycle lanes on roads so that drivers can become accustomed to seeing cyclists on the road.
Separate cycling path
dedicated bike lanes along major roads.
More separated lanes. Education for drivers, I had one the other day miss my handlebars by a matter of inches with their wing mirror. They spotted up to turn left in front of you, rather than wait 1 or 2 seconds for you to clear the intersection. Education for cyclists on how to navigate intersections and obey traffic signals.
Increase separation between cars and bikes. Which means physical, not a painted line in the car door lane
Having dedicated or clearer bike ways getting from Newcastle west to Newcastle centre and east during peak times. Loving the dual path along honeysuckle west at the moment.
Off road paths best but not realistic - let's get lanes on sensible commute routes. Cyclists find the most efficient route so just watch them!!
By the looks of the strategies and plans already created and being put in place, Council knows what needs to be done. It's just how long Council takes to fund and deliver the projects. A prime example of this is Maud Street traffic signals and associated work. The one action then would be to direct substantial funds to the projects to deliver the work within a very short length of time. Like within two to three years. I advocate setting a goal that by 2025, the projects and upgrades currently talked about and being designed are actually delivered. The case study of Seville is instructive for our city. I urge you to take a leaf from their book.
Bike only places to ride that aren't on the road. Too many times I've had cars way to close to me on a bike - it feels like they're actually trying to hit me
Safer, separated bike lanes
More off road bike tracks. Modelling what is available in cities like Canberra, where this is done really well
Clearly marked lanes without parked cars, or if have parked cars make a specific bike lane along side. There is not enough space at the moment if a person opens their car door to swerve and not be in danger of traffic - esp with buses and trucks in the lane next to you.
Physical separation from vehicles

We just need to continue to make cycling as important as driving particularly in the CBD and inner suburbs. At the moment, it appears cars are more important rather than making it pedestrian and cycling friendly to support the revitalisation of our city.
Designated bike tracks from the suburbs to the city.
Dedicated routes that are not shared by motor vehicles
Separate bike lanes
Having separate cycle paths for bikes or separated next to main roads. This would also make it safer for pedestrians as currently bikes ride illegally on the footpath in the CBD as they don't feel safe on the roads.
Designated cycle paths split from motor traffic with a physical barrier
I would like to see more bike paths that aren't shared with traffic.
Reducing cars to 20km/hr within the precinct bordered by Stewart avenue, Glebe Rd, the beach and the harbour. All cars within that boundary must travel 20 km/hr and cyclists welcome.
Advertising- social media/ papers / news. What routes exist, bike awareness week, skills courses, etc. The advertising itself would bring cycling to mind for non-riders, safety campaigns help bring riding front of mind. More info about cycling on tourism pages.
Building more cycleways that are away from roads
More off-road paths
Build the Richmond vale trail please and connect it to Sandgate
Larger road shoulders, and or road shoulder consistency - some places they are wide but reduce quickly.
Normalising bike riding as a way of transport - this could be done with ad campaigns
connected, separate bicycle lanes, not haphazard road markings and unmarked shared facilities, more input needed by cyclists
Leaving enough space for cyclists AND vehicles along Hunter Street without having to drive into the tram lane to overtake a cyclist legally
Get the cycleways off the roads. Many people do not ride because of the danger from cars. The rest of us take the risk
Separate on-road bike lanes
Targeting a change in culture in the broader community
Separated cycle lanes
Off road paved tracks
More cycle tracks
Dedicated, protected bike routes.
Get rid of morons on the road in cars
More shared paths off the main road
30k speed limit on all streets except major ( and I mean major) roads.
Industrial Drive shoulder needs a clean probably weekly with a street sweeper
Designated undercover bike paths
Separating cars and bikes
Separate cycleway along light rail corridor

I'm not offering a solution but the fast travelling cyclist needs to be discouraged from using the shared foot paths. I'm always shocked at the speed some cyclist travel between slow walkers and children either on bikes or walking. I use the shared path to get to work at a sedate and appropriate speed and use the road and some bike lanes to train and ride at speed. The speed limit and caution signage is not effective. Maybe policing the shared path or could one install speed camera to control the high speed?? I'm constantly asking cyclist to slow down on the shared path.

Closing some roads to 2 way traffic and making them 1 vehicle lane and 1 bike lane

Being able to have marked and separated cycle lanes. Or even excluding motor vehicles from certain parts of the city, even if just on weekends .

Less cars on roads.

Reduce inner city traffic speed limit

Cycling has noticeably increased since Covid 19 - I think this is due to perceived increased safety with less cars on the road.

I commute daily to work & have enjoyed the significant difference of less cars.

Cyclist only routes. Not shared by anyone else

Connected cycleways!!!

A bi-directional, segregated, on-road, cycle way from Newcastle beach to Wallsend. Or at least as far as you can stretch it? Hamilton perhaps? But the hotch potch of shared paths isn't going to create modal shift.

Assist local cycling clubs find a safe non traffic road to hold their club events. Currently there is. I road in Newcastle council area available for the existing clubs.

Cycling is a great sport for juniors and seniors. Now is the time to encourage cycling as a sport. But we need a venue

Dedicated cycle ways tat do not conflict with cars.

attitude of vehicle drivers, particularly trucks, on busier roads.

Dedicated safe pathway

Physical dedicated areas instead of shared.

Rider training to remove the bad behavior in cyclist.

Off road cycle ways

Separate paths of the road for cycling

More tracks in bush areas to ride mountain bikes.

Specific tracks in parks or reserves around the city, like a pump track, where people of all ages can go to improve their riding skills.

If there are more shared paths & mountain bike areas connected around the city more people will use them & value them.

More shared baths

Public education. No cyclists don't pay rego but we have a right to be on the road and Make it home safe. i've had multiple cars cut me off and Swerve towards me. All for being on the road. If you want to improve cycling. Fix the attitude of the public.

Dedicated cycle paths.

RESIDENTIAL SHARED FOOTPATHS ON VERGES!
Focus on riders doing wrong thing too. Speed riders make riding unsafe for themselves and others
Physical separation of riders from other traffic on major roads
Bigger budget for cycleway.
separated on road cycle lanes like is common Copenhagen or Barcelona with own traffic lights.
Seperate bike lanes
Physical separation for cyclists on the road
cycleways situated away from the roads, commuter cycleways to popular destinations and to our large employers like the hospitals, schools, universities and shopping centres
Segregation of bicycles and motor vehicles
Fines for drivers not maintaining legislated distancing from riders
Incentives to ride rather than drive. Having better carrying abilities on bikes, I have a basket but an invention of something more bike friendly, like with a cover or flexible would be ideal.
More designated bike paths would improve safety.
Slower traffic speeds
Need an East-West dedicated cycle lane along either Hunter or King Streets.
Cycling in Australia will never be safe or user friendly whilst planning authorities chief priorities are motor vehicles. Countries like Japan, Europe, Canada and parts of the United States operate friendly cycling plans. Even China has friendly cyceways. The attitude of the people in these countries is not as aggressive to cyclists.
Seperated pedestrian / cycleways such as in Perth CBD and surrounds.
Just more cycleways whether marked or segregated
More separated cycle paths between Adamstown and Newcastle.
Implement the CycleSafe Network recommendations.
Separated cycle lanes that link up with where people want to go
I (and I am sure others) would love to cycle, but don't through lack of confidence riding on busy roads. So current numbers do not depict probable future cyclist numbers if people felt as though cycling through Newcastle was safe. People knowing they can safely travel along dedicated paths (not mixing with buses and cars) would increase bike usage in the city
A proper mtb park (not Glenrock) would improve many people's view on cycling in general, it would also improve people's riding skills and confidence.
Providing more separated cycle lanes or divert along quieter roads/streets
Clearer marked lanes
More shared pathways I.e set the expectation that roads will be multi-user for cars and bikes
Designated separate cycle paths

Cyclist need education. It's not ok to ride around thinking it's ok to hold up long lines of vehicles. If cyclists were required to be registered and pass a cycling test that would improve things.

Keep bikes away from cars. It's terrifying to share the road. Some drivers harass and stalk cyclists. This is a major disincentive to ride.

For us it would be a direct separated path from the uni to the city/beach. We are very excited about the city Union St to Beaumont street path. I have noticed a huge increase in people on e-bikes since COVID-19. Their increased speed compared to standard commuters will mean that shared paths may not be the best option moving forward and dedicated bike paths on busy routes will be better.

Slower traffic, but ideally separate cycle lanes.

More pathways/areas designated to bicycle riders.

Designated bike lanes on more roads

A connected and separated cycleway in and out of Newcastle.

more dedicated bicycle paths that are separate from the road and traffic.

Separated bike paths with direct routes leading to the CBD from inner suburbs will allow many to commute with reduced stress. It will allow me to ride to work every day rather than only during good weather days where the combo of weather and traffic can cause unsafe situations. I often ride no direct routes to avoid traffic and large trucks on industrial drive. Separated paths leading to the CBD will allow me to take a direct route to the city, cutting off a minimum of 10 minutes front the commute and encourage commuting every day

Dedicated cycle lanes. Sharing with pedestrians doesn't work. The walkers who flock to shared pathways are a hindrance to using bicycles as transport. Genuine transport routes for cyclists should only be for bicycles moving at a speed appropriate for transport. Families with kids learning to ride are a danger to everyone.

Implementing segregated cycle paths - not shared. While I cycle for Leisure I also walk and cyclists go much too fast and very close to pedestrians. I have seen many people both young and old nearly hit near the hockey centre crossing as cyclists are going at high speeds. If they hit someone it will result in severe injury.

More share path and separate on road cycling lanes

Education about the road & shared pathway rules.

Separated cycle lanes

Physically separate lanes

More dedicated bike paths

Dedicated cycle ways

Car drivers do not know how the road rules apply to cyclists so it makes riding unsafe. Pdriving people have stereotypes of cyclists and can be very angry.

Dedicated separated continuous cycle lanes

Motorist who act aggressively or intimidate cyclists to actually be punished for their actions.

Cycle lanes on side of roads, will get more people riding, as car and bikes then have space.

Proper separated cycling lanes and more shared pathways. My preference would be for shared pathways because these can be used by mums with prams and kids on bikes/trikes, and people with mobility issues.

Marked bike lanes.
Separated bike lanes everywhere.
Painted cycle lanes throughout the city
Bike lanes with physical separation from cars.
More areas for younger kids to ride safely
Separating bike lanes from traffic
More bike lanes on the road, especially if separated by a kerb
Car owners being more accomodating
Where possible keep motor vehicles and bikes separated shared cycleways work ok with pedestrians.
Mores connection in paths and lanes. Lanes shouldn't end in a road
More cycle paths
Especially to the university
More dedicated bike lanes
Cycles and pedestrians need to be seperated where possible and cycles banned from popular walks like the break walls as the speed difference make it unsafe when busy. Also the tram tracks need a weight sensitive cover triggered to receded under a tram but not a bike in critical areas.
Make cyclists responsible for poor behaviour
Connectivity between existing cycle ways / cycle paths.
Behavioural education campaigns and educating car drivers
Funding for a management program
More off toad cycle ways to encourage children to ride. Better curd crossings. Most footpaths don't have them.
Designated cycle lanes
Driver education. I've lost count of drivers lack of consideration of what constitutes a cycle lane and the very existence of a cycling as a legitimate mode of transport. Having said that, the majority of drivers accommodate cyclists well to the design conditions left after poor planning in the built environment.
A proper network of dedicated cycleways with no motorised vehicles whatsoever, rather than this piecemeal token effort in place now
Many more shared bike paths like the Fernleigh Track connecting areas of Newcastle. I would love to ride my bike from where I live in Mount Hutton to Callaghan campus Newcastle Uni, but I'm too scared of riding on the roads in traffic.
seperate cycleways to road traffic
Separation of cyclists from motorists.
isolated connection of cycleways
Separated bike lanes. Car free days/times or areas around tourist areas.
connected dedicated lane network, has improved, just need to close the gaps
Physically separated bike lanes, drivers and bikes are less likely to be involved in an accident if there is a barrer between them
Designated cycleways

Educating people, especially drivers who don't ride, about sharing a space with riders. Emphasis on not all riders wear lycra, most are commuting to work or school.
Clearly marked bike lanes and routes
The more we can separate off main roads the better
More dedicated cycling lanes so you don't have to ride on the road with traffic
Connect bike tracks
Cyclist and driver education. There are many occasions where fellow cyclists don't practice any safety or rider to rider, rider to pedestrian or rider to vehicle etiquette. Collectively, this also applies to vehicular traffic. Both are largely cultural, but can be improved considerably with focussed and prioritised education.
Behaviour of motor driver to appreciate biker
Without heading off into dreamworld, more on road separation with Copenhagen kerbs etc.
More separate cycleways
Separated bike paths with access to key areas in Newcastle. The beach, Merewether, the junction, Islington, kotara, Charlestown, new Lambton, the harbour, Nobby's, key rail stops with Places to lock/store/keep bikes. Storage on trains for bikes during longer trips (e.g Newcastle to Tuggerah)
I think that personally... if there was a safer bicycle route that added 5/10 minutes to my trip rather than taking a short cut that is less safe.. I would rather add those 5/10 minutes. So in saying this I think having the 'biggest impact' would be just focusing on a few key connections and making a path with signage, buffer zones etc. I feel this is much more beneficial than the current situation on Steward Ave .... that is just adding and an on road cycle path markings that is at the same ground plane as passing vehicles.
More off-road cycle paths I used to ride every day until I saw a young lady next to me texting non-stop for 10 seconds as we went along beside each other. I thought, 'One day she'll kill me, or someone, and will be very sorry about it no doubt'.
Educating drivers and penalising poor driver behaviors
Dedicated cycleways not shared with motor cars
More off road options
Completely separated bike paths
More off the road cycle ways
Separate cycleways on roads.
Dedicated bike lanes
Stop bike lanes being so close to car lanes, since motor bikes come into push bike lanes
Fernleigh track needs speed restrictions on the downhill sections, particularly at the northern end where there appear to be more pedestrians
A separate cycling lane on roads.
Being able to ride on paths when the road traffic is too fast.
Fixing damage to cycle routes caused by tree roots and damage to tarmac.
Police enforcing the wearing of helmets on all cyclists - there are an increasing number of irresponsible cyclists not wearing helmets.
You wouldn't be taking you life in you hands riding past the stadium .

Dedicated cycleways
Routes that work both ways, particularly for shared paths.
Build the foreshore public domain from the marina to the Honeysuckle Hotel!! Then all those cyclists could avoid all the construction on and around Honeysuckle Drive.
Teaching road drivers and cyclists to be respectful of each other
Segregated bike paths
Basically designated cycle ways only.
Ability to ride through the city west to east and between key areas such as the CBD, The Junction and Hamilton.
Cars would need to respect and give way to bikes.
Bells to notify pedestrians of on coming cyclist
Physically separated cycle ways
Concrete kerbs/barriers between the road and the cycle lane
Dedicated bike lanes.
Have a good integrated Transport Plan!
More separated bike lanes
More bike paths that are properly separated from the traffic, not just on the side of the road where cars park.
Less trucks and heavy building machinery on inner city streets.
Bike riders slow down.
Remove light rail and have dedicated cycle ways.
More cycle only areas - needs to be totally safe for people to traverse the major areas of the city without going near a car. Especially for kids.
More separate roads
More clearly marked bike lanes
The fernleigh track lake pathways
More bike dedicated pathways.
More off road
Education for both cyclists and drivers. I have reduced my cycling since a middle aged woman in a four wheel drive stopped behind me at a right turn and started to rev her engine then drove at me when the lights turned green. There where two lanes and I had my arm out to indicate my intention. Rather then get into the inside lane she chose to act aggressively.
Big cycling groups act equally as aggressive, especially on small tracks such as the Fernleigh Track.
more stand alone cycling tracks.
More separation from traffic
Signs asking riders to ring bell when overtaking, many do not and this is areal safety issue.
More off road routes
There are too many potential commuter (and social) cycling routes that rely on marked cycle "lanes" along reasonable major roads which require cyclists to make a decision between the risk of " dooring" from parked cars or the hazard of "taking the lane" from the vehicle traffic.
Physical barrier between cycle way and roads

More off road cycling facilities
Reduced motor traffic speeds.
Physically separated bike lanes
good question and not one solved easily.. the obvious answer is cycle exclusive paths but this is probably impractical
Most marked cycle ways on the road are also where cars and trucks park, leaving little to no room for a bike
Joining bike paths to each other without riding on a major road.
Dedicated cycle only cycleways.
More off-road cycleways especially those that are connected over many kms.
Traffic light bypasses, dedicated cycle routes
Bike path through out the city so that we do not have to ride on the road
Cycle lanes on the roads
Driver education
better seperate cycle paths
Awareness for drivers there are cyclists on the road and they are just as entitled as the cars to be there.
Cyclist on road dedicated lane
separated onroad bike lanes
Connecting different routes so as you don't have to ride a main road or get lost in backstreets to get back on to the bike path
I think extending fernleigh track south to link with blacksmiths will be a great improvement, and if this was coupled with improved links into Newcastle cbd the improved utility and accessibility would result.
Remove shared cycle paths adjacent to parked cars. My greatest fear is for people opening their car door and hitting me because there is never sufficient clearance available.
Connectivity of paths to make safe riding/commuting viable
Not having construction blocking off so much footpath and for so bloody long.
Lower all speed limits by 10km permanently.
Connection of all cycle paths to avoid roads all together.
Improved driver awareness and empathy.
Driver awareness , culture change . Bike riders are still shunned , we get abused spat at . I'm not sure how to fix this . In Europe bike riding is accepted form of transport and accepted , its amazing to see. I'd love to see that acceptance in Newcastle
Complete seperation from traffic. Greater /easier access to off road areas for riding.
Having designated cycle lanes that are "partitioned " off from a busy main road such as in Melbourne cbd areas.
Keep the bike paths AWAY from roads. Have seen many accidents caused by cyclists who don't follow the rules and cause problems for drivers and pedestrians
Separated cycle lanes
Vehicle driver education

More bike paths separated from roads. Too many drivers are busy on their phones. Get cyclists off the main roads for their safety.
Dedicated paths
Separated bike lanes on more roads
Completing missing links
More bike specific paths separate from the road and not near driveways.
Speed restrictions on shared walkways.
As above and I guess cyclists like myself always would like motorists to be educated about the fact that cyclists do have a right to be on a road. If Newcastle council is to invest in making new cycling routes then they should simultaneously have a education program running for all road users. Is there a similar survey going out to motorists about what they think would be safe for cyclists.....that could be interesting!
More MTB trails in other parts of NCC and LMCC. There has been a huge growth in this sport even pre COVID 19. Trails and jumps in Kahibah just been bulldozed as not 'sanctioned' which gives kids less active options for their recreation time.
Separated cycle paths, not shared with pedestrians
Better linked off road cycle ways
I don't know.
Educating car drivers.. changing the mindset of car drivers who need to have more patience and courtesy towards cyclists More bike lanes/ routes would be awesome. I love getting out on my road bike but the only route I feel safe on is the fernleigh track We cycled the loop the lake and get heckled abuse from car drivers, very strange attitudes from some people
Make more separated cycle paths.
Driver behaviours towards cyclist
What about closing the main streets of NEWCASTLE CBD on SundayS morning OR at least one Sunday a month. That would bring people to the city and also could be some live music, DJs and also some bike stores could open a pop up store and offer to try some new bikes,hire bikes and also some mechanical repairs for free or very cheap. Another idea could be if the council offer their electric bikes to try! This is done in many European and South American cities.
More cycleways, there are shared paths which obviously have young kids on it and are hazardous for accidents
We ride on footpaths to avoid roads so more bike paths would be great
Dedicated cycle tracks.
More separated bicycle lanes
See above RE: cycle lanes ending abruptly. I would love to see longer, purposeful cycle routes that get you from A to B without having to worry about safety or making detours to avoid main roads.
More interconnected cycle ways
See above re MTB riding. Making things safer and less riding on roads etc
More dedicated cycleways as opposed to shared paths. Stop using the Fernleigh track as a "training track" for children learning to ride
Shared pathways everywhere

Proper facility's in glenrock mountain bike park.
Bike paths that do not have the cyclist sharing narrow roads to get from one bike path to the next.
More shared bike paths.
Off road cycle ways
How about a strategic traffic plan for the region that actually gets implemented
At minimum marked cycle lanes on main arterial roads
More cycleways away from traffic.
More Dedicated cycleways
Dedicated lanes on all major roads and barriers or kerbs between the lanes
Strategically it would be most cost effective to designate certain existing 2way streets as 'one way' with clearly marked shared cycle pedestrian access on the 'saved' lane. Vehicle speeds should be also be reduced on these new one way streets to discourage vehicle use
More separate cycle paths.
Safe commute routes to downtown and the hospitals
Dedicated road cycling race course
Bicycle lanes on King and Hunter streets. The safer and more accessible roads/paths are to riders, the more inclined they are going to be to use them. Which could reduce congestion into the city, the clear environment benefits and also health benefits too.
Hunter St separated cycle lane- but this needs to connect to Foreshore path. Thank you this would be amazing!!
Separation from Vehicles
MTB is exploding as a sport. More investment in Glenrock will make Newcastle a year round attraction for riders all over Aus.
Reduced cars
Off road dedicated cycle ways.
Safe route to JHH from gully line
More cycle ways dedicated sections
Off road bike paths or dedicated bike-only roads
Increasing the number of separated on-road cycle paths. As someone who is somewhere in between an amateur and a serious cyclist, I feel that I have no place on shared paths (pedestrians are oblivious, unpredictable, and difficult to navigate around when wearing cleats) nor the road (as I lack confidence to share the road with cars). Shared paths (e.g. the Fernleigh track) are not long enough for my fitness needs unless I ride up and back a couple of times. A dedicated on-roar cycle path would allow me to ride the longer distances that I would like to in a safer and more controlled environment.
If we have a bike lane on the road, put a kerb between cars and bikes so cars can stay in there lane and not try to side swip us
Widening Tickhole tunnel for cyclists from Cardiff to Kotara
Designated bike lanes away from cars would more than double the amount of riders in & around town. I'm all for paying for a cycle license if this went to making us all safer on the bike. A license per rider not per bike 🚲👤

Connection to Jesmond path way from Uni
A proper way to get along Hunter or King St safely
Separated bicycle lanes
More cycleways (away from roads)
More designated areas to ride. Specific bike paths to feel safe.
wider bike paths
Rider education in regards to speed of riding when sharing areas with pedestrians
Bike lanes on most roads. Bike traffic lights.
Give cyclists and pedestrians more priority over cars rather than just being an afterthought.
More bike tracks
Encouraging more bicycle friendly or public transport promotion events such as advising free buses for accessing certain mass attendance events like a Foreshore concert or cinema under the stars at the park and secure bike pathways so that people can plan in advance how they will travel and change their behaviour and attitude toward travel.
Better driver education.
more cycleways to work hubs like west end, charlestown, kotara, broadmeadow
Implementing marked bike lanes on the road to avoid mixed cycle and car traffic.
Continuous bicycle lane
Across the world they have ""keep left"" arrows painted on the pedestrian/cycle shared zones and signage to remind the pedestrians that there are cyclists approaching from behind and to keep left. I have had so many close calls where pedestrians change direction and walk in front of me whilst cycling without looking and they leave no time for you to use your bell or avoid them. A serious incident is totally inevitable I am afraid.
Dedicated riding lanes on busy roads.
More bike lanes
getting from Hamilton near the racecourse to link in with bike paths near the stadium - its very dangerous
more off road paths generally
Defined segregated cycleways such as park Ave Kotara to Kirkdale Drive, or the Fernleigh track.
More separated bicycle lanes
Awareness campaigns/publicity about using bikes and promoting cycling. If greater attention is drawn to cycling as a form of transport/exercise etc to the whole population, hopefully there will be increased understanding of cyclists and greater respect/behaviour towards them from motorists and other path users. Having said that there are a small handful of cyclists that ruin the reputation of cycling for the masses, riding very unsafely (eg at top speeds down the Fernleigh track with young children and elderly walkers also using the path etc). So awareness campaigns need to be for both cyclists and non-cyclists.
Not a council thing, but to allow cyclists up on the footpath. Especially those who aren't 100% confident on the busier roads.
Decide that you want to support connected Cycleways and support them. Ebikes are changing everything
Enforcing speed limits on cyclists on shared paths to 25km/hr
Less ignorant parents with kids riding all over the place so Education and same for pedestrians.

Proper cycle ways in the suburbs towards beaches, shopping centres etc
No shared lanes with cars they are just asking for trouble.
With all the construction taking place in Honeysuckle a better alternative needs to be created during the construction process. Currently the footpaths are closed and pedestrians and cyclists are forced into the "cycling lane" which is also filled with tradesman's cars and huge amounts of workers attending the job sites.
Make glenrock better and even more people will be riding in there rather than on road which will reduce accidents
Not to have to ride on any main roads
separate safer cycle paths
More education for both drivers and riders
Getting more people riding. Safety in numbers and increased visibility.
Seperate cars and bicycles.
Cycle way into the city
Separate bike lanes
Making more separated cycle lanes.
More off road tracks.
Build dedicated two way cycleways along all new road structures including through all new developments and over bridges. Consider cycling a transport option not just recreation.
Education and separate riding lanes . Not the ones where you will die if a car door opens in fro t of you, i have had several close calls. I teach my boys to look for anyone sitting in the drivers seat and in general stay a metre from parked vehicles if possible,
Better connectivity between all cycleways.
Please see above comment
A focus on genuinely making active transport a priority for Newcastle rather than having a series of disconnected infrastructures that creates unsafe conditions in between. I think that this could also have some potential for tourists as well as locals - post COVID-19!! At the moment, the commitment to cycle infrastructure only seems to be partial. I have to say I feel safer during COVID-19 since there are now less cars and more cyclists on the roads.
Lanes for cars Lanes for bikes Lanes for walkers/runners
Have a separation between road and bikes.
Separate bike lanes. I realise these are harder to build but this is required to make them truly safe. I have ridden a lot on the bike lanes in Melbourne and you need to be constantly on the lookout for someone opening a door. People aren't good at looking before opening in Australia. Separate would also mean much more use. The fernleigh must be one of the most used bike paths in the country. This it is because people feel safe because they are away from cars.
Separate lanes everywhere for cyclists to keep out of the way if motorists.
Smaller roads which connect to cycle routes to have well marked spaces for riding and more facilities for young kids to learn (off roads altogether).

Cycling to work is possible for me because I work at the university and their bike hub lockers & showers are excellent. Mandating similar infrastructure in all new major commercial developments (you know, put it in the same category as disabled parking/toilets) could help to normalise cycling as a mainstream commuting option.
TV campaign educational behavioral advertisements about sharing the road and pathways with cyclists.
Connecting the existing safe bike paths as best as possible.
Not having parked cars right near cycle lanes. Getting bike riders to ride in the middle of the lane so no one tries to squeeze past, seen a few close calls.
Creating cycleways that are inside nature strips (completely off the road) all the way through the city
more cycleways
Dedicated shared pathways that are well designed and wide enough for ease of use. The Goodwill Bridge in Brisbane is a good example of how an innercity pedestrian and cycle path can work if it's designed with enough room to cope with the different ways people use the path.
Better / more considerate / less hostile drivers
Dedicated cycle routes
More cycle lanes connecting Newcastle to the suburbs. It's very patchy
Not pretending that marked paths on main roads (e.g. Donald Street Hamilton) provide safety when they're in the car door zone and the parking lane is so narrow. Would be better to provide another parallel accessible option.
Dedicated bike pathways are the only safe option for bike riders and pedestrians. There are speed riders who create terror.
Continuous separate cycleways along arterial routes connecting town centres and other venues
Planning and design should be done by persons who actually cycle. A degree in planning is not the same as actual experiencing the outcomes of good or bad design
More Cycleways that are separated from the road
increased access to off-road cycleways
Separated paths
Placing bike hire stations in more strategic positions for instances on top of hills like the top of memorial drive.
Dedicated cycle path in the inner city from Broadmeadow
More off road tracks.
more cycling lanes physically separated for traffic and more cycling lanes

There is one action but it is a big ask. That is to make Cycling a major component in Councils overall strategy for building a smart city.

The plan needs to be

# Led by a senior executive with a proven commitment to progressing cycling. It is not to be let a a minor subset of a greater department. There should be full time staff to drive the programme, not unlike the emphasis given by City of Sydney.

# Funded at a significantly higher level than it has to date

# documented with clear actions, time frames and Priorities for projects

# A published and publicly accessible bicycle budget

# Key performance indicators tracked

# An annual review of progress published.

# Direct involvement and consultations with critical stakeholders holders with at least bimonthly meetings

If the intention is to reduce the number of cars from the road then paths that enable safe riding where the rider is separate from the car lane need to be provided or people will not ride and there will be further parking issues in town.

More dedicated cycleways

Keeping riders away from cars wherever possible.

More secure bike parking

Connecting all the cycle ways.

Standard separation of cycle lanes from traffic.

Track as above

Improving surfaces for all active transport. No pebblecrete. No rough green paint. Smooth roads and paths.

Dedicated shared paths.

Separated/protected bike lanes with enhanced on road signage. I've seen great implementations of this by City of Fremantle in WA.

Off road paths

A dedicated cycle path that runs East/West between Stewart Ave and the beach/foreshore

On road, seperated bike lanes.

Dedicated cycle lanes that are separated from traffic lanes

Cameras on all tracks

greater distance from cars (both moving and parked)

Safer conditions

A network of cycle paths across the suburbs

There is no single action.

Designated cycleways

Separated shared paths and bikeways that keep riders as safe as possible.

Implement the idaho stop. That is 'give way ' at stop signs and red lights. Allow riding on footpaths.

Off road paths

Tougher penalties for drivers; more separates areas for bikes

Road users need to respect cyclists

Safer roads/ tracks into city
Interconnecting off road cycle tracks. Similar to networks in cities like Canberra.
More designated cycling paths
More connected cycleways involving no road/ street riding
Larger shoulders on the road
Getting cars away from bikes
More physically separated bike lanes
More off road paths.
On road barriers for riders
More separated bike paths on roads
Better dedicated cycle spaces where cars and bikes don't have to share the same space, and better driving consideration of cyclists.
More bike only lanes on busy roads
More dedicated bike lanes
More off road paths
More cycle ways off road
More off-road paths.
More dedicated cycleways, which would encourage higher bicycle usage by commuters.
More cycleways
As above
More shared zone paths
Electric bikes on shared pathways are resulting in near collisions
Separate walkers from riders on shared paths
Encouraging and supporting local business to provide cycle training and cycling tours. My business Human F(x) is busting to be involved.
Physically separated cycle lanes on busy roads
More dedicated cycleways. The cyclepath network in Canberra is world class. Something that just approaches what the ACT does would make cycling a no brainer in Newcastle.
fewer selfish idiots on bikes
More bike lanes on the road that are just for bikes and not pedestrians. Like the green bike lanes that we have a few of but not very many like they do in Sydney.
As above, give bikes a chance to get going before cars at lights, at busier intersections.
Separate cycling lanes
Separated on road cycleways
Separate bike paths Designated bike paths
more cycle lanes on main roads. At some road junctions a bicycle traffic light, eg at Donald St bridge for example. Hard to turn West.
on shared cycleways, a centre line with one side allocated to cyclists and the other to pedestrians is a superior paradigm to avoid conflict between the users.
More separate "off road" cycle ways

Less cars on the road
Somewhere to store my bike near a car park within 2-3 km of the CBD.
The introduction of separated bicycle lanes.
Marked bike lanes everywhere
Designated bike lanes on main road into heart of Newcastle.
Making bike lanes separate than driving lanes. Seperate designated cycle ways.
More separated lanes as normal bike lanes are regularly parked in and less than safe
Marked cycle lanes much more abundant (you can't be what you can't see), recognising widespread construction of protected lanes is not feasible.
I think it's a combination of having cyclists respecting and being courteous to drivers, and visa versa. Drivers tend to be a little road-ragey, at least verbally pronounce their disapproval of cyclists on roads. And, cyclists tend towards not following road rules, and taking up more space then needed just to socialise and ride slowly on the road - which is not the place for that intention.
More pathways away from traffic
Marked out cycle lanes on roads
Newcastle is fine but western suburbs need the attention now.
More bikes on the road = more drivers aware of and looking out for riders. Ebikes will change everything, make riding more feasible for many, bring more riders onto roads and more drivers respecting cyclists because they too cycle now or know many people who do. I don't think there is much that council can do. Newcastle has been a car town because it's too spread out, always beentoo far and too hilly to bother riding. Ebikes will change this, not council.
More bike designated paths. It's too scary sharing roads with traffic.
Perhaps narrow streets with marked bike lanes and parallel parking be widened or either remove the bike lane and just for cars and parking or remove the parking to adequately fit a proper safe bike lane with room to fit driving cars.
Off street dedicated cycle routes ideally connecting with Jesmond/ Glenrock/ Fernleigh track
more empathy toward cyclists by motorists
More cycle ways not shared roads
Seperate bike lanes. Actually thinking of cyclists in city planning.
Joined up network of tracks and trails
Open up Richmond vale rail trail
Finding ways to separate cyclist and motor vehicle as drivers in Newcastle can be quite aggressive towards bike riders. This aggression is stopping me from riding with my infant in her bike seat
Driver attitude
If a proper cycling strategy had been planned in connection with the planning for the light rail our cycling city would have flowed beautifully. It's a bit late now. If the light rail had run along the heavy rail corridor, there could have been cycleways separated from the traffic all along Hunter Street servicing the University buildings, the tram interchange and the east end. I'm not sure which cycleways serve the new council admin buildings on Stuart Avenue either.

Bike lanes not sandwiched between traffic lanes and parking lanes.
More separated cycleways and a lot more advertising aimed at showing car drivers that it's alright to share the road with a cyclist, i won't be that long in front of you, but I've got to move out into the lane to pass the parked vehicle then I'll duck back in, Some people have no other means of transport and have to ride to work.. What I'm trying to say is we need more advertising stressing that we can co exist, there can be nothing so important that you endanger someone's life because you've been held up for 10 seconds
Build off road cycling.
Commonsense and courtesy by cyclists, pedestrians and all road users. More cycle ways completely separated from other traffic either on roads; or designated cycle ways. Prohibition of motorised skateboards, trail bikes etc on all narrow cycle ways; and especially on shared pathways.
Separated bike only lanes would be safest for riders, pedestrians and vehicle drivers
Proper cycle paths
Having separated areas for bikes and cars and more accountability for drivers (and construction sites) who are unsafe towards riders.
Planners workshopping with commuters, pressuring developers to incorporate in good smart design and continuing to increase positive vibe of daily non drive commutes.
Seperate bike paths
In high traffic areas, separated bike lanes.
More seperated bike paths in high traffic areas
Upgrading glenrock to have more off-road cycling options so people can exercise away from cars
Many unsanctioned mountain bike trails have been removed and as Glenrock MTB park is NPWS funded it remains poorly maintained and under-developed
Separated bike lanes
Encouraging more people to ride more often, so when they are driving they have some idea of why cyclists may take actions that seem irresponsible Tis vehicle driver that doesn't ride themselves
Improving CBD cycleways. They are dangerous
Off road bike paths
Include Cycling education/Rider empathy training in L & P plate test. Increase penalties for harassment of cyclists
Off road paths right into Newcastle east.
Separated cycle ways
Not known
Paint a green cycle lane on all roundabouts. Roundabouts reduce the severity of collisions for cars but they increase the frequency. However any collision is potentially lethal for a cyclist, so roundabouts are actually more dangerous for cyclists than other intersections.
Separated bicycle lanes (barriers)
more dedicated on road bike lanes (with barriers between traffic and bikes?).
Consistent bike lanes/separated lanes.

Linking existing cycle ways by methods safer than marked cycle lanes on roads. Cyclists need physical separation if parents are to trust in the infrastructure when it comes to their kids.
Separated traffic and cycle paths
Off road cycle lanes
Separate lanes. I don't allow my children to ride by themselves but nearing teenage years I should let them however I'm too concerned for their safety. Because I'm not confident I haven't been able to build their confidence
More bike only lanes on major roads
Separate bike lanes
More bike lanes
Better connections between dedicated bike trails.
More separate cycle paths
More separate cycle lanes.
Continue updating cycleways.
Separate bike tracks.
From what I've experienced personally and read about, getting professional cyclists who want to travel at speed off "chilled" shared pathways like the Fernleigh Track. Most of us just want moderate amounts of exercise and we're fine sharing paths with pedestrians but not the training dudes. They're often worse than drivers who tend to keep their distance. Cycling around my local area though and into town, on suburban roads, I feel safe.
Separate bike lanes from roads
Continuous xmcycle way from Walkend to Hannel St, including through Lambton.
More designated cycle paths
More notices for drivers, I don't feel like they are aware, so when a bike is on the roads they get all hot and bothered.
Not having a place to race that can double as a path for kids during the week. Similar to tracks in other states would make it safe
Connecting cycle routes away from main roads.
Connecting cycle routes
At a minimum wider shoulders on main arterial roads.
A safe route separate from cars that I can use to ride between Callaghan/Shortland and Beresfield (and return). It is not safe to ride along the highway/freeway.
Keep left Signs and center divide markings on shared paths
Widen cycling road width for cyclists
More cycle paths
Separate cycle paths
Making dedicated cycle ways - off roads. Motorists don't know how to interact with cyclists and that is going to change any time soon - no matter the advertising campaigns, etc.
More dedicated paths
More dedicated paths for cycling
Keeping cars and bikes separated.
Separate or dedicated cycle lanes

separate lanes to protect cyclists from aggressive motorists.
Consider the suburbs as needing connection with the city. Make it possible for a rider to move about the city without the risks associated with interaction with heavy traffic.
Implementing the 2012 cycling plan. Or the next plan. Roads for cars wouldn't work if we only had a few here and there. Same for fitting cyclists into the mix. Cyclists are a method of transport, just like cars, trucks, busses, motorbikes. Treat them like one - make the infrastructure!
Howe st
driver behavior
joining all off-road cycleways together with new off-road cycleways
Driver education and improved driver behaviour
Separated on-road cycling paths would encourage me to ride more often.
creating safer paths for cyclist to feel comfortable to commute this way as I would like to ride with my kids or tow them behind the bike.
Getting rid of the tram.
More off road paths
separate cycle lanes to cars on major road.
Regular use of street sweepers cleaning bike lanes and shoulders on busy roads. Would be a small investment with big returns on increasing availability and safety of road cycling. I've stopped riding on busy roads mainly due to broken glass and gravel/ debris in bike lanes and road shoulders.
Separated dedicated cycling routes like some of those in Melbourne & Brisbane.
More shared paths
Designated cycle lanes not shared paths with pedestrians or shared roads with motor vehicles.
More separated off toad cycle only paths
As above, dedicated cycling lanes on all roads.
punishing drivers for parking in bike lanes
A holistic approach
More bike lanes and cycleways
Designated cyclelanes along the main roads.
More bike paths/lanes/trails
Physically separating us from cars, unfortunately it only takes 1 impatient driver having a bad day to cause a serious threat to our safety. People are unpredictable, and even a small mistake or lapse in judgement can take a life (from either a cyclist or driver)
Bike paths everywhere. Tougher laws against cars harassing cyclists
The quickest, cheapest thing we could do is move on-street car parking a metre to the right and create cycleways protected by parked cars and wands. Hundreds of kilometres of this sort of change could be implemented in a matter of weeks for \$10,000/km. We have plenty of space on our roads already, we just need to allocate it differently. This is obviously not a good long-term

solution but it would have an enormous effect in a very short time. There are good examples from around the world of cities that have followed this strategy to great success.

#### Lighting

Trial the Danish approach. Make Lambton Rd single lane for cars, with the other lane for bikes.

Riders need to use their bells on shared paths. I frequently run and am constantly having cyclists come up close behind me without any warning. Cyclists should also be educated about using a bike lane or road instead of the sidewalk to create better safety for pedestrians.

Shared pathways need to be much wider

Limit interaction between fast moving traffic and cyclists

Rego for bike riders. \$5 per year , then can take a side of lane legally.

Make safe bike lanes connecting key areas, and riders will come

more off road paths

allow cycling on footpaths for adults

Rules and regulations ( a cycling culture ) that everyone understands and to be well advertised for shared facilities.

Away from cars

More bike paths

Drivers getting fined

Positive media encouraging a better, more socially grounded perspective on cycling both as sport and transport.

Better moderation of social media and mainstream media commentary on cycling in general, with the intent of diminishing the currently existing unacceptable prejudice towards cyclists.

Bike skills courses for the useless people that can't ride across a damn tram track. It's not that hard people in every other city and country can manage but not the 'special' breed here in Newcastle

Spend money on bike lanes now!

A driver education advertising campaign to educate car drivers and cyclists. So many people, car drivers and cyclists, aren't sure of the road rules that apply to riding a bicycle. So many car drivers don't see cyclists as people.

DESIGNATED CYCLEWAYS! The greatest opportunity has now been lost with the sell-off of the former rail corridor, reduced lanes due to trams, doubling of traffic on King St, re-routed bus routes, etc. It's a mess.

Improving drivers attitude to cyclists

No cars

Separate bikes paths

More cycle lanes

Campaign to change driver attitude

Education campaign to thirsty Thursday drivers and Tradie Frenzy Friday drivers. I have found these days seemed to have the most aggression towards us on the road. Cycling on the weekends I have been abused by small children hanging out of car windows. These kids need to be educated at school as they won't be at home when some people just have a set against other road users.
Many more cycle ways
Dedicated bike lanes
Physical barriers between cyclists and motorists
More cycle ways
Separate bike paths
Lower speed limits perhaps
Build proper jump tracks for kids to learn on instead of kids building their own jumps due to lack of installations
More off-road trails as mtb is a hugely popular sport under catered for by Newcastle council
CCTV on shared paths to monitor pedestrians with big sticks
Removing non-essential roundabouts or establishing cycleways where there are no roundabouts.
Off road separate cycle paths
More visibility and access to cycling routes and having the routes connected
Separated cycle lanes everywhere
better links to the close areas of lake mac. eg Charlestown, New Lambton heights/Rankin park, routes are not considerate to coming from out of lga.. eg Rankin Park
Skill development areas Help people get better at cycling all together will help with safety
Protected cycle lanes
Changing the attitude of drivers towards cyclists
The worst thing is when there is marked bike lanes and then you get to the most dangerous section of road and the lane just disappears then resumes when its reasonably safe again.
More safe bike paths. Our streets are wide enough
For me and my family it would be improving conditions at Glenrock. Other council areas seems to be building mountain bike tracks but Glenrock seems handicapped by restrictions relating to NPWS.
More riding paths so motorists are more accustomed to riders.
Shared footpaths
More dedicated cycle routes
Seperate cycle ways from roads.
Get more people on bikes
Continuing the process of slowing down car traffic. I think that king street needs dedicated lanes.
More separated cycle ways and shared paths.
Dedicated shared cycle/walking paths that connect to each other for pedestrians and cyclists that they can travel on without having to worry about traffic and cars not seeing them or not giving due care.

Continue to develop off-road or physically separated lanes.

Two actions:

1. Impose a 25km/h speed limit on the Fernleigh Track, and
2. Enforce the existing legal requirement for all bikes to carry a bell, so that passing riders will get into the habit of sounding a bell before they overtake pedestrians or other riders on the Fernleigh Track.

Think less about just making one defined route in any location, and think about making connected villages where within areas of high activity, all the streets become part of potential routes. Especially around schools and public transport hubs and shopping hubs etc.

It is important to recognise that cyclists are transitioning from different types of cycling facilities and going through intersections in various ways and we have to hone in at these points of transition/potential confusion and conflict.

Construction sites need to understand the importance of facilitating quality experiences for cyclists and pedestrians in the vicinity of the site.

I think the best action would be to have a better understanding of cyclist amongst the driving community and that has to start from when they are first learning to drive. I have put together a lesson plan for cyclists to help teach a year 10 PDHPE class on responsibility and road users. I'd love to see this happen.

On road bike lanes are less than 1.5m wide and you ride in the centre of them. If drivers are supposed to give cyclists an appropriate amount of space on road bike lanes should be at least two metres. They give a visual representation to drivers of how much space is appropriate to give. Bike lanes also disappear at times when they merge with roadside parking. Cyclists cannot teleport so you cannot have a bike lane disappear and expect anyone to feel comfortable using it. Where on road bike lanes have to mix with roadside parking they should be on the pavement side so riders are not sandwiched between parked cars and moving cars.

Implementing the proposed cycleways from the May 2018 cycling route map.

As a close second, having better connections between shared paths (e.g. Bathers Way) and bike lanes on roads (e.g. Shortland Esp) without having to break road rules (e.g. using a pedestrian crossing as an "onramp") would make it easier to choose the safest path based on the conditions (e.g., more pedestrians than cars? swap to the road). Other places this could be done include Queens Wharf and Wharf Rd, Honeysuckle and Honeysuckle Dr, Islington Park and Maitland Rd, and Civic Park/Wheeler Place with King St/Hunter St.

More cyclist specific paths and better flow of connections.

Dedicated/shared bike paths.

Separating cars, bikes & pedestrians where ever it can be done.

Improved quality of paths, clear markings, safe crossings

More better-connected dedicated cycle paths.

Dedicated bike lanes and making drivers aware of bike riders and respecting them.

More offroad and connected cycleways

Wider and more clearly marked cycle lanes on main roads like Newcastle road

Off road cycleway construction and better connection between existing cycleway sections

More cycling paths, give way to cyclists where appropriate

More interconnecting shared paths

More dedicated bike lanes where possible.  
More bushland riding options.

Current mountain bike and bmx facilities are woefully inadequate. Glenrock is the only sanctioned mountain bike or jumping area in the LGA and it operates and over it capacity many months of the year

Active discouragement from riding in other areas such as Jesmond Bushland which has constantly had its utility reduced by the dumping of crusher rock along paths and erection of barriers preventing entry also suggests to me that NCC has some sort of vested interest in discouraging mountain biking in the local area

More bike lanes connecting routes

Separated cycle ways on key cycle routes. Encourage new developments to have secure end of trip facilities that are easily accessible (bottom floor of car park) and are user-friendly particularly for women who struggle to lift heavy bicycles.

Connected dedicated cycleway networks. Bike park stations at Energy Stadium, Stockton, and interchange

As above

Separated, protected lanes on on-road principal cycling routes, and work to remediate the massive camber/crown on those roads so that riding near the shoulder has less obstacles.

Separate cycleways and education

More shared pathways - make more footpaths available/legal to cycling at a slow pace, with cyclist to always give way to pedestrians (put signs up to raise awareness of rules).

Advertising campaigns about cycle/car safety - always headcheck, 1 metre rule, one bike means one less car - positive car/bike relationships.

More cycleways separated from traffic.

Removing bikes from busy roads by providing dedicated paths and lanes....as enlightening drivers is NOT happening.

Having dedicated cycle ways to join up the existing facilities would be of great benefit.

Better connectivity between cycle paths and separate cycling and walking paths.

Dedicated cycle lanes on the roads, including Hunter st and increased driver awareness.

More separate lanes or off road tracks

Make all cycling routes in Newcastle have separate bike right of way only lanes, away from opening car doors for an actual safe bike path experience for commuting and exercising cyclists.

Make more cycle lanes that are separate from cars and pedestrians. Look to the Netherlands as an example.

Connect the Fernleigh track right into the city. Either shared path, barrier or off road. It really is the only way to do it. Drivers can not be trusted to share the roads with bikes, it only takes one bad driver to put people off riding on the roads. It has worked over seas in so many cities. The little bike symbols on the road are not enough, needs to be separated from the traffic.

more shared pathways or cycle highways - a cycle highway like the one being constructed in Wagga Wagga would be ideal connecting all main forms of employment together i.e. hospitals, schools, universities, and recreational areas. Due to driver culture, it is not at all safe to ride on the road in Newcastle and a cycle highway will allow for greater connectivity and safer access encouraging people who normally wouldnt ride to give it a go.

More shared/off road paths - separated from traffic
better interconnectivity of paths and further development and availability of mountain bike tracks
Off road Connection to transport hub to ride into CBD with a branches to Darby st and The Junction shopping area
As previously mentioned, more cycle lanes or add shared paths where possible.
Driver awareness. Wider shoulders on main roads with a lot of trucks.
Dedicated bicycle lanes either on or off road
Clearer signs and footpath markings to indicate where bikes are allowed on the roads or shared footpaths along Hunter St with the light rail. I ride my bike down the footpath on Hunter street near daily as there's no room on the road with the light rail and it's so hard to get pedestrians to move because they look at me as if I should be on the road
It's hard to say because I haven't done any research or read reviews in this topic. What does the literature advise? What research and studies have been undertaken locally/ in NSW/ Aus? My personal opinion: Closing some roads / routes to all but local and non-car traffic to encourage more people to cycle on safer routes. End of route change and secure parking facilities eg in the city centre would help too. There isn't enough cycle parking at the Kotara shopping areas.
Creating cycle ways that do not interact with traffic and broadening the bicycle path network as much as possible.
Safe cycling paths separated from traffic. Narrow footpaths and use free space to create safe cycling paths on inside of parked cars.
Physical separation on shared roads. Public education regarding rules, law & protocol with pedestrian & cycle shared pathways.
Increase the number of off road paths and link them.
Keeping left and ringing the bells are obviously necessary. While this Coronavirus lockdown is in place and so many people are using the shared paths, I think there should be a mandatory 10kph speed limit on shared pathways within say 50m of pedestrians and 5kph (walking speed) while passing. If you want to ride faster use the roads, there is less traffic now.
Less cars in cycle specific areas. This would certainly encourage more riders to get out on their bikes. At the end of March and beginning of April when the Covid-19 travel restrictions were first instituted the reduction in road traffic definitely made riding much safer and much more enjoyable. Unfortunately the last 10 days has seen an increase in the number of cars on our streets and with this an increase in the risks to cyclists.
Making dedicated physical shared/bike lanes for commuters to avoid traffic or feel safer on their bikes. I am not a professional cyclist and should be able to cycle to work without waiting at traffic lights, crossing roundabouts and worrying about peak hour traffic on Stewart Ave etc. As well as more bike lock up facilities to ensure bikes aren't stolen. There are also little to no footpaths in the Maryville area which is an issue for all residents, walking, disabled or with prams. Therefore parents with prams, children on bikes ride on the road which is extremely unsafe especially in a light industrial area.
More bike routes on roads with concrete barriers as in John Parade, Merewether. Marked bike paths beside parked cars are extremely dangerous because of car door openings.
Designated lanes for cyclists on the roads with signs for drivers to be aware and keeping safe distances.

<p>Separate pathways are essential. Please update cyclesafe network guidelines.</p>
<p>Unfortunately it comes down to driver/rider/walker responsibility. Cycle paths cannot go every where, at some stage motorists, cyclists and pedestrians will be required to interact and each must respect that it is a shared environment. It comes down to education and enforcement. There are laws in place but the perception is that they are not being acted on and I'll leave it at that.</p>
<p>keeping roads / cycle ways 'mostly' separation by at least the use of a lane / shoulder.</p>
<p>Main roads shoulder to be swept regularly. Especially Maitland Rd, Industrial Dr, Hannell St. Painted bike symbols to be updated to make it clear to drivers where cyclists maybe sharing the road.</p>
<p>Separated cycleway connecting Fernleigh Track to Bathers Way via Scenic Drive/Glenrock. Would improve access for Mountain Bikes to Glenrock while also almost providing an excellent loop around Newcastle for road cyclists.</p>
<p>Getting rid of the painted bikes in door zones. Actually painting bikes in the left hand lane so motorists are reminded bikes are allowed on the road. Placing some safe passing signs around town and working with the police to enforce safe passing laws.</p>
<p>Dedicated, separated bike lines throughout the LGA that are completely connected to each other</p>
<p>More cycle friendly routes, either off road or shared with pedestrians</p>
<p>Separating cars from bikes. Providing incentives for riding.</p>
<p>Separated cycle ways. I have had too many drivers swerve and scream obscenities at me. I won't ride on the road. A work colleague has brain damage after getting clipped by a car on a ride. This city hates bikes. You need to make it safer. Please.</p>
<p>Separate bike paths, more pedestrian awareness of staying to the left and not using the whole path of walking in a group.</p>
<p>There has been a select number of driver / cyclist awareness campaigns delivered by media in the past couple of years. Even though these have been limited I have noticed a difference in cooperation between road users. I would love to see effective communications put into local sources of media and road signage so as to promote pride in sharing and being patient from all parties.</p>
<p>Driver education around being more accepting of cyclist on the road and more bike lanes</p>
<p>Bike only paths</p>
<p>Better driver education and cycle lane segregation from the roads for safety.</p>
<p>Separated cycle lanes with no car parking in them</p>
<p>More dedicated cycle paths and lanes on roads.</p>
<p>Separated dedicated paths. Not enforcing wearing a helmet because it's your own risk you choose to adopt. Change in car driver and society's perception of cyclists</p>
<p>Culture. Increase the sharing of the road between vehicles and bicycles. That includes increased courtesy from drivers, but also cyclists. When there is a large road shoulder the cyclist should show intent to move out of the traffic.</p>
<p>More connections between bike lanes/paths. Bike lanes on both sides of roads.</p>
<p>Removal of the fake bike lanes on the shoulder of busy roads such as the Industrial Hwy, replace these with the bike stencil painted in the left lane of the road where no shoulder separation is</p>

possible. This will provide a clear message to driver's and cyclists alike where is the safest part of the road to cycle.

Please use street sweepers on all bike lane shoulders.

To complete the Newcastle regional cycleway network with over 60%+ seperate or off road cycleways.

Making it clear to drivers that cyclists belong on the road and need to be respected not criticized. So many European cities have managed for this to happen where cycling is the norm. At least having green on road cycle paths everywhere would make a massive difference. Colouring them would be a huge improvement to help cyclists and drivers.

I think having shared paths marked as pedestrian and bike ways (separate). Limiting the number of people cycling as a group on Fernleigh track (on weekends, it is like the tour de france) and speed. More road riding with clearly delineated bike lanes.

Seperate riders from the road by physical barriers, or move them into the lane of traffic so they become "traffic".

Green paint beside a parked cars designates cyclists bellow a car and it becomes us verse them situation.

Educating the small proportion of drivers who are convinced we shouldn't be on the road, and following up with strict legal enforcement. Fines for people who abuse cyclists just for riding, or drive too close

Dedicated cycling paths. The community shared paths may appear to not be used enough this is because both the cyclist and walkers fear for each others safety as both travel at different speeds. Yes a number of cyclist are part of the problem as they ride too fast but walkers cause just as many problems. More people would cycle if they had dedicated cycle paths riding on the road is dangerous our roads are not wide enough and have too many parked cars on the side of the road forcing cyclists onto the main roads also there is excessive debris on the side on the road. If there was dedicated cycle ways which avoided traffic lights you would find number of people seeing the benefit in riding to work as travel time wouldn't be much different to driving. I rode from Hamilton to Kotara the other month only 8km this took me 30 minutes if I didn't have to stop for traffic at lights and crossings this ride would of only taken me 15-20 minutes not a lot different to driving at that time of day.

More bike paths!!! I would cycle WAY more if there was cycle paths! Next best thing is to have clearly marked cycle lanes on roads. Many "cycle lanes" cross roads at weird places, it would be great for roads to have a specific lane on one side of the road that had both ways of cycling traffic rather than have seperate lines.

Increased number of direct and physically seperate cycle lanes on commuter routes

better delimitate cycling road/shared path and improve drivers' awarness

Safer and more cycling lanes on roads to encourage bicycle commuting and to keep riders safe and confident on the roads.

In many places, the marked bike lane on the road just disappears when the cars need to turn left, which leaves the cyclist vulnerable to getting cleaned up by a turning car. A few examples I can think of are in Lake Mac council area but give a good example of this.

1. When turn off the link road into Cameron Park Dr there is a bike lane that requires you to trust the drivers turning left into Seacrest Dr.

2. On Lake Rd in Argenton near the corner of McLaughlin St there is a bike lane until about 20 m before the side street- it feels like the idea is 'good luck'.

I can't think of concrete examples of this in Newcastle council area as I ride more often off road and on mountain bike or off road trails.

Construction of off road or road separated routes. Anything that separates bikes from car and truck traffic.

Connectivity & off road bike paths

More dedicated cycle paths to reduce bike/car interaction. I say this as both a rider and the owner of a traffic control company who's worked on the roads for 15 years...

Cars have become easier to drive so drivers are more complacent these days, and we're cramming more technology in that distracts drivers more. I think the best thing to do if cyclist safety is a goal is to remove the interaction between bikes and cars as much as possible

Separated paths or more shared pathways

Safer paths such as wider roads or riding on the path. I'm too scared of negligent drivers

Specific bike lanes that don't impede traffic and that are not also used for parking- often drivers in parked cars don't check before opening their door and drivers on the road get upset when you're too close to the driving lane.

More dedicated cycle and shared (with pedestrian) paths

More cycleways, more connected cycleways

Better connected and more bike paths (off road).

More driver awareness. Stay 1m away from cyclists when passing

In the short term, physically separated paths will have the biggest impact on making riding safer, and will also encourage more people to consider riding.

Long term, getting more people riding is the single action which could see commute riding (even on road) transformed into a much safer activity. Currently, because not enough people ride, Australian drivers are not well accustomed to checking for bikes, making it unsafe. With bikes on every road and every corner there is safety in numbers as drivers expect their presence (this is evident in many other countries where biking is a more prominent mode of transport).

Separated cycleways on inner city roads, and planning connections through many areas close to the city

Driver behaviour

Regular cleaning/ sweeping of the road edge, that's where we try to ride. If it's full of stones and debris it forces us to ride further out onto the road. This in turn increases driver frustration, as they can't understand why we aren't riding on the edge of the road

Separate them from main roads and let them cycle on the foot path without getting fined

Education of new bike paths and having things well signed posted

Massive investment in public transport (fewer cars)

Dedicated cycleways/ marked cycling lanes on roads.

Getting more people on their bikes and encouraging less driving to work in cars. Also more bike paths off roads

Better and expanded off road infrastructure

More separated bike paths. On road paths are often blocked by parked cars or you risk car doors opening in front of you if you ride in the lane.

Car driver education and separate cycling lanes away from cars.

More off road paths, wider sections of on road cycle paths for further segregation from cars
Cycling paths, cycling lanes next to roads need to be maintained more often. A lot of debris, broken glass, bits of metal and other rubbish etc off to the side of the road. I have been getting a lot of flat tyres due to this and also unsafe too change the tyre in these spots because of cars. I believe they just need to be cleaned regularly.
Courtesy of drivers. I have just been in the Netherlands and at NO time did I feel unsafe on any roads.
A well integrated, separated cycle network combined with improvements to public transport and disincentives to driving would encourage more cycling.
Fixing the atrocious road surfaces. As it stands, cyclists and motorists are constantly swerving to avoid potholes, recessed or raised manhole covers, and tree roots that have been asphalted over. This swerving makes cyclists and motorists unpredictable to each other, even where cycleways are properly marked out on roads. Additionally, perhaps the cycle ways could be between the kerb and the parked cars, rather than between the parked cars and the road traffic.
Having safe and functional (connected) bike paths in more convenient places
New bike paths. Incentives for employees to use bikes ( could buy bike through salary packaging deals) Both of these happened 10 years ago when I lived in London and cycling boomed.
As per above. As well as positive promotion.
Seperate bike paths accompanying pedestrian paths instead of on road lanes. I feel very unsafe about riding my bike on a road as it is putting your life in car and truck drivers hands. It doesn't matter how careful you are on your bike. It's up to them to do the right thing and be aware.
Better connectivity and safer attributes along with it , lighting etc
Provision of connected cycle ways and separated road lanes throughout the city.
More off road and shared paths
An improvement in the attitude towards cyclists by the broader community. There's way too much aggression by a lot of drivers. Being able to stick to cycle specific paths would help this.
Linking and making more tracks
Cycle lanes on all roads. Campaigns targeted at the 'Macho' driving culture in Newcastle.
Better separation between cars and cyclists & pedestrians.
Awareness, acceptance and better route planning.
See above.
Joining tracks and lanes up and bike parking in areas.
Getting more facilities to lock up bikes in CBD and getting more people to use their bicycles.
Cycle lanes, slower car speeds.
Recognition that people cycle in areas that are flat and access to existing infrastructure needs to be improved not just in the inner city areas of cooks hill, merewether, the junction and newcastle west. The residents of adamstown need better access to the cycle infrastructure which is at our door but is more safely access from merewether than it is from people who live within a few hundred meters of the start of the track. Fourth Street and Bailey street need to be upgraded.
More shared paths and off road cycle ways, as even the on road separated cycle ways can be intimidating for less confident riders.

More cycle lanes and marking.
Absolutely having more off-Road or separated paths
Designated cycle lanes, separate from the road and pedestrian footpath, on every main road with a speed limit greater than 50km/h. I recently spent time living in the Netherlands where this was commonplace and cycling from A to B was generally faster than driving. I see no reason why this can't be replicated within Newcastle.
More marked cycle lanes.
dedicated off road bike lane route circumNavigating newcastle city
Connected dedicated cycle way network
More separated cycleways and more connectivity from the city to the suburbs
Penalties for drivers for abusing road cyclists and keeping on road cycle lanes free from parked cars and bins!!
Expand the network of cycling/shared paths, connect the existing ones so that they are of any use
Separate lanes which are barricaded off. C'mon Newcastle use the COVID19 as a wake up and opportunity to fix what we thought was impossible. Parts of Europe are already doing it. Shutting lanes etc. I've never ridden so much with my family nor seen so many families riding as what is now. Let's do this!
More separate pats and complete connection of existing system
Pedestrians and cyclists both knowing and adhering to the rules. With a lot more people using the shared pathways that normally would not, less people are courteous in staying on their designated side of the path. Even if you ring your bell or warn them. A lot of families spread out across entire pathways or they move to the wrong side when you come through. Also people with dogs on long leads running all over the path. I think these people just need a little education on the rules.
Separated bike lanes in more areas and safe areas to leave the bike.
Providing extensive safe separate cycling routes that link together
Dedicated seperate divided bike path lane from traffic and ability to link up to outlying suburbs and or train connections
More dedicated cycle paths and lanes
Free bike parking. Free shower facilities. Incentives to al parties for safe riding records.
Fully connected off road routes.
More cycle paths so that families can enjoy cycling together. I will not ride anywhere near the road when we have our 7 yr old with us as we just do not feel safe.
Auto drive cars and less cars generally ;-) I rarely go on roads but the lite rail tracks can't be good for cyclists. I'd love more little off road bits..weaving through parks, alongside footpaths etc.
Separated lanes for cyclists, with emphasis on connected routes.
More dedicated cycleways. Better signage on shared pedestrian/cycleways to inform the public that these are shared routes.
Definitely more cycle paths rather than on road lanes. People just don't pay attention to cyclists
more separated bike paths / lanes

The upgrade of the routes and a concise map of the routes
Cars and bikes need to be separated, bikes and pedestrians need to be separated. The only way they can share a space is to reduce the speed of cars and when joined with pedestrians, reduce the speed of bikes
completely separated and dedicated bike lanes on roads so cars and bikes do not share or come into contact with another. Newcastle is blessed with generally being pretty flat, weather is good and so build it and they will come.
More dedicated bicycle paths (or shared with pedestrians/joggers).
Dedicated cycle lanes throughout the city separating bikes and cars. As in many European Cities
Separate off-road lanes for bikes. Make Fernley track safer/wider for walkers & leisure riders, too scary with the speed of racing cyclists
Off road designated bike trails connecting more safely to roads or cycle lanes
More separated bike lanes and increased distancing from vehicles
More, clearly marked bike lanes providing adequate separation from traffic
More connected cycle routes that are separated from cars and pedestrians
More dedicated marked or separated cycle ways where possible. More signage at cycle junctions indicating an alternate route and distance to another town or suburb.
More patrolling of shared paths to educate users, including dog walkers.
Separated, safe, direct cycle lanes on all major routes. Safe places to park bicycles so they are not targeted by thieves.
More separated cycleways that connect to other suburbs and major destinations eg uni, stadium, schools.
Riders who only ride on footpaths or shared paths are causing poor image of cyclists. They bully pedestrians and it causes animosity. If there is a separated bike lane on the road it should be used, not riding on the footpath as occurs in western honeysuckle. I never have a problem riding on the road but constantly hear cyclists using their bell to move pedestrians on areas that are not even marked as share zones. The pedestrians then abuse the cyclists and creates a problem as the pedestrians get in their car and are agro cyclists. It is a problem for those of us who ride all the way to work, agro drivers, particularly around honeysuckle, and it's largely caused by other cyclists who are parking on the city edge in free parking and riding the perhaps 1km to work. They're not competent cyclists and lack understanding or any idea of cycling etiquette. Get these clowns off the footpaths, onto the separated bicycle lanes that almost all roads have and life for cyclists would soon improve
More dedicated cycleways. Get cyclists away from traffic wherever there is an opportunity. If a decision is taken to upgrade a major road, then (much like Brisbane and Ipswich councils have done) collaborate and include a cycleway! Nelson Bay Rd from Stockton/Fern Bay to Williamstown is an example where the recent and majorly disruptive upgrade (for net benefit of 1 slip lane into the new part of Fern Bay) had no cycling element... Missed opportunity. I believe further upgrades to duplicate the whole stretch from Fern Bay to WLM are in the works. Please do not let this occur without taking the once in 20+ year opportunity to massively improve cycling infrastructure, safety and amenity. These types of opportunities, even across LGAs, clearly benefit both LGAs! This is about accessibility to the Newcastle Airport precinct.
More Off road cycleways or shared paths. Most people don't like dicing with traffic with their lives.

Linking cycle lanes to Fernleigh track. Making the footpath cycle friendly where the Light Rail runs. It is not safe to ride on the road where the Light rail runs. There is no room for cyclists.
Separated bike Lanes. More priority for bikes and walkers for example at intersections.
More dedicated bike paths & linking them.
More separate bike paths and connectivity with each other.
Segregation of cars & bikes on roads. Better connectivity of paths.
More dedicated shared cycling paths, greater interconnection of existing paths that provide a safer cycling network for all.
More separated bike land Police enforcing the separation distance when motor vehicles are passing bikes.
Separated cycleways where possible, as well as shared paths for leisure cyclists, pedestrians and other active transport.
More off road / shared paths would encourage more riding, running and family based exercise. Good for mental health and low risk of being clipped by a car.
As above
Providing dedicated bicycle facilities or physically separated lanes all the way into the city centre, along King or Hunter St and/or Glebe/Darby.
More separated cycle lanes and more secure storage locations to ride your bike to connect with public transport
Dedicated off road and separated cycling routes.
Recent academic papers overseas and in Australia indicate the increasing need (before & expected post-COVID) for separated means of travel - vehicle, bicycle and on foot to improve inner-city liveability and to attract creative & business professionals to high-amenity inner cities. Car ownership is on the decline in Australia and fewer young people are licensed. The car is no longer King in Newcastle, so footpaths should be widened to accommodate more active transport, with vehicle speeds lowered to enable safe driving. In some spots, car spaces can be removed for lane widening. The UN has recommended a 30kph limit on city roads - which Australia is prepared to sign. Cycleway planning in Newcastle seems to be coming up with unworkable or tokenistic approaches to appease a noisy minority. Myriad signs and road path stencils (Pacific Park as one example) does not constitute smart cycleway optioning. Many commuter cyclists also seem to be flouting road laws - education is needed.
More off road trails. With links to cycleways.
Continuous and well marked cycle lanes of one type
Further awareness for drivers and marked signage
Traffic lights that activate for cyclists. More enforcement of road rules: too many bike riders not wearing helmets, riding on footpaths & acting like they are pedestrians at crossings. Too many pedestrians/runners using the road/bike lane instead of the footpath because "it's easier". Around Honeysuckle is a case in point; it's a no rules zone free for all.
More cycle/running paths interconnecting the city's existing networks
More off-road paths so bikes, scooters, runners and skaters can keep off the road as much as possible
Fernleigh track and Islington cycleway are good but it would be awesome if you could get to/from there from most suburbs e.g people live in Lambton, Broadmeadow, Mayfield,

Adamstown etc. but connections to dedicated cycleways take you on main roads which I don't like.

Plus Fernleigh track is well used, maybe a few more paths could thin traffic out a bit. This could at least make you feel a bit safer but not sure if that is a source of accidents in actuality.

Seperate bike lanes and bike stopping areas at traffic lights. Bike light signals at traffic lights to allow bikes to go before cars

A larger number of seperated bike lanes. This will help with the drivers who can't share the lanes and become abusive. Paint them green with non slip grit and that will make a huge difference

Seperate riding lanes that are easily accessible and well connected

Cycling paths separated from traffic connecting suburbs all over the city and suburbs

More seperated bike lanes. Also I think if less cars were on the road (through more reasons to ride)

Off road cycleways and better driver education to accept cyclists.

Education for drivers and more flowing connections

Dedicated space to cycle - lanes on roads with concrete prevention of vehicle incursion  
Acceptance of bicycles on footpaths on major roads eg pacific hwy around Charlestown

More education promotions for Pedestrians and cyclists sharing tracks safely. i.e. promoting pedestrians keeping left and keeping dogs under control and for cyclists to slow near pedestrians and use bell. Generally promote courtesy for other road and track users for cyclists, pedestrians and drivers.

- More on road cycle lanes
- Upgrading current and popular routes used by cyclists including the circuit around Broadmeadow racecourse, Townsend oval etc.

Clearly designated cycle lanes on both shared roadway & separate lane awsy from traffic

Connecting Newcastle and Maitland via a seperated cycleway would be a significant improvement. I'm a regular cyclist and the Fernleigh Track is becoming busier and busier due to COVID-19 with pedestrians, families and less skilled riders. The more safe options there are for cyclists the better. Fully connecting cycleways is also important along with separate and dedicated bike paths. Too often the paths go from separated - to shared - to on road - then back to shared - then no bike lane at all. Greater connectedness is also important.

More segregated cycle ways. Seperation of riders from cars especially on main roads.

An overall commitment to cycling instead of cars. Cities that are designed for cyclists and pedestrians are safer and much more prosperous than cities designed for cars.  
Buses, trains and trams that have bike racks like in Europe.  
Need dedicated bike highways. Make some more streets one way with a dedicated bike lane.  
Make Hunter St one way into town and King St one way the other way. It would be great.

More interested tracks gets more users increases the acceptance of the public

Segregated bike lanes, lowering traffic speeds

Implementing the Newcastle Cycleways Movement's cycle safe network. On-road routes are needed everywhere, because we live and work everywhere!

Dual lane roundabouts need to have the green painted cycle lane as a third lane, not one stuck on the side like a pedestrian path where you have to give way to every entering and exiting car/truck/bus. You need to be able to operate as other vehicles do, having right of way over

other (entering) traffic when on the round about and obeying the same lane change protocols to leave.
Seperate lanes and off road cycling paths.
Separated paths - failing that, lower car speed limits
Cycling lanes and connections their are just no where near enough and they are disjointed
More connected cycle paths
Widen all footpaths so they are shared paths
Having safe cycleways (that are shared with pedestrians) that are off road and are well connected. Being well-lit is an advantage but not essential as I do not generally ride at night.
See above. Avoid adding road markings to create bike lanes. Motorists ignore them. Car doors become an issue. Separate bikes from cars
New shared paths or bike lanes I'm busy roads to key places
Off road bike tracks or shared paths.
Overall, from my experience it would be very difficult to improve all drivers' attitudes towards cyclists. For that reason, I think physically separated bike lanes or shared path alongside main roads would be best option for making something safer. That way the risk of a bike and car coming together would be greatly reduced and, for the most part, independent of the drivers attitude towards cyclists. When you look at other cities that have successfully implemented cycling as an integral part of its transport system, one of the major features of the system is designated and separated zones for cyclists to use.
Dedicated park and ride service from Woodville junction (push drivers onto public transport). Extend light rail to Broadmeadow Showgrounds. Frees roads up for dedicated cycle lanes in the cbd. Need kid friendly cycle ways? Main reason I don't venture outside my own suburb on the cycle path
Wider cycling paths with good surfaces and maintained. And with good signage.
network of track safely connecting south, west and north to the city. Bike security at rail stations.
Definitely dedicated separated cycle lanes especially on roads like Industrial Drive but even just keeping the existing cycleways cleaned regularly to avoid all the rubbish that ends up in it (especially on the heavliy transited routes)
Wider shoulders to increase separation distance between cars, or seperate cycle ways.
Greater use of the green painted bike lanes on roadways, and wider cycle paths that allow ease of movement in both directions. Pedestrians need to be mindful of staying left and allowing cyclists to pass rather than wandering across the path and then moving randomly when the cyclist bell is sounded. It is a shared path.
More connected routes. Separation from cars
Cars are the big danger - riding on generous shared paths safe from cars.
Separation cycle lanes to connect major centres
More separated on road bicycle lanes. While shared paths feel safe, pedestrians often don't expect cyclists and I have been involved in and witnessed several accidents between pedestrians and bikes

More dedicated bike or shared paths, not connected to roads
Have a network of separate dedicated cycleways
Incentives for riding would be huge and more separate on road cycle lanes would be great.
More bike paths, even if shared with pedestrians to get cyclists off super busy main roads through town.
More on road separated bike lanes. Bike parking stations. Japan has the best parking systems for bikes.
Connected and designated separate cycle paths
More separate bike/walking paths. On road lanes are no protection from distracted drivers. There is danger from car doors opening.
Connected cycle routes between the rail head and the beaches and cafes, with bike parking at social junctions
Driver disincentives and training, more Off road paths, greater north to south bike routes
More dedicated segregated cycle paths, better connections.
Dedicated cycle ways, or identified regions on the edges of roads to allow space for cyclists.
Shared paths, safe side lanes that are not potholes and loose gravel
Off road or separated cycle paths. Drivers are generally unreliable even when there are marked on road lanes. I've had many zip past me just inches away from my side. It would be easier to increase off road or separated cycle paths than to change driving behavior. Besides, I think marked on road lanes make drivers even less likely to be courteous to cyclists as cyclists are seen as 'in their way'.
Allowing bikes to ride on footpaths and making more separated paths. The concern about being hit by a car or car door makes me nervous.
Separation of cyclists & pedestrians! Cycle lanes on roads where it's illegal for motor vehicles park in.
Defined cycle lanes and more tolerant drivers
More separate arterial cycle ways connecting together
Separation from cars & big enough shared paths for pedestrians. The new bot at honeysuckle is great. The old rail corridor would make a great option for bikes too.
Better connected dedicated/protected cycle ways and shared paths. If I could commute without having to interact with vehicles I would cycle a lot more.
Designated cycling lanes Public messaging that is positive about cycling, there is a bullying mentality from some drivers that makes it scary to ride my bike.
More on-road bike lanes. Removing concrete flower beds which stick out onto roads. Reclaiming the Fernleigh Track for cyclists - at least at some times of day on weekdays.
Separated cycle lanes and driver education
Separate cycle way around the cbd (Did hunter street really need such a wide footpath?)
More bike lanes and bike paths near main roads
Clear connected paths
Adding more physically separated / kerb separated bike paths

I don't believe that cycle lanes attached to roads are of any benefit if there is parking for cars immediately adjacent to it. Car doors often directly open on to these bicycle lanes. A wider road is probably the safest option as it doesn't require cars to squeeze by bicycles.

More off-road tracks. Not necessarily bike only but ensure the ones that are built are really wide.  
I look forward to the Öne at b  
Shortland tk Richmond vale.  
Perhaps some mtb trails out there?

More shared and protected cycle paths away from cars and trams

More cycle parking, cycle only areas and lanes

Separate lanes for bikes. See Amsterdam

Cycle only streets, connected to each other to provide maximum cycle routes

Allocated lanes and improved education on cyclist rules

Separation of cars and bikes. More positive communication on bike being allowed on roads; driver awareness, particularly opening door and in overtaking

The equivalent of a bike highway system of connected, wide paths that can be safely used without the need to cross busy roads without crossing, traffic lights or overpass bridges.

Separation of cars and cyclists by off-road cycle ways and by separated on-road cycle ways.

Separate off road bike lines. Connecting major routes better.

more continuous connected cycle paths protected from vehicle traffic.

More dedicated cycling lanes or shared with pedestrians

Segregated cycling paths and reduced car parking along roads.

More off road and shared path routes

Separation between bikes and people/cars

More on-road cycle lanes that are separated from vehicles by a physical barrier

Separate bike paths where possible, separating bike and walking to encourage both

More shared routes that have minimal interaction with vehicular roads

Slower driving speeds where bike paths are not physically separated from cars and most importantly changing the attitude of drivers. I stick to the rules, I stick as close to the parked cars as I can, yet still feel disrespected from drivers. A good place to change behaviours is with young people, perhaps having driving instructors doing things that will change their attitude to cyclists, or questions in the Ls, Ps and final driver's license tests.

Park and Ride (look at Oxford , UK) to reduce the traffic

More separated cycle lanes

More secure cycle parking

More bike dedicated paths, or where this is not achievable, dedicated on road bike lanes.

Additional connected dedicated bike paths, preferably physically separated from cars.

Marked lanes and off road cycling routes

Get bikes off the roads

more off road, shared pathways for both pedestrians and cyclists

Separate bike paths or separated lanes

reduced car-centric planning and disincentives to drive. too many people have an entitled attitude and expect to be able to drive and park everywhere.  
people could be encouraged to park near the interchange and use the light rail to go into Hunter St Mall etc.

Visual bike lanes

Driver education

Enforcement of 1.5 meter rule

Cleaning the cycle ways and creating physical separation from cars.

More separated on road bike lanes. I think this is an obstacle to a lot of cyclists. In terms of motorists I don't think there is enough awareness of cyclists to feel safe using a bike lane alone. Cycling is a great mode of transport and should be accessible to more than just an experienced road cyclist.

More designated cycling tracks and some toilet access along tgg Hf e way

More physically separate bike lanes, improved behaviour of car drivers towards cyclists

Separated cycle lanes along major routes to busy HUBS such as charlestown, kotara, university, and cbd. Safe cycle lanes on the inner city bypass!

Signage and linemarking

Information for all road and path users about courteous behaviour

Information on road signs / billboards about passing distance rules

more integration between shared paths.

As above, better infrastructure around the Newcastle harbor foreshore. Possible designated bike lane? Widening of the hard shoulder on busier roads would be beneficial to the overall safety of cyclists.

Maybe more 'be aware cyclists' signage

Brighter coloured cycling lanes, some are green but maybe a hi viz orange would be more noticeable.

More of these coloured lanes

Printing signs that read 'alert when approaching'

Many cyclists don't do this when using shared pedestrian paths.

Widening paths too would help

More dedicated cycling lanes and more punishment for reckless drivers as it seems no one sticks to the 1.5m distancing anymore

Dedicated cycle lanes with barriers between cycles and cars, and even better: dedicated off-road cycle paths.

Banning cars but we can't and shouldn't do that! More separated cycle paths and shared paths with continuity would be a big help. Maybe making some high traffic streets one way can help make it easier for other users to reclaim parts of the road.

Driver education, increased visible cycling Infrastructure on major connecting routes. No parking on bike routes - car door opening issues and forces riders more into car traffic lanes

I prefer marked lanes, I don't like shared paths and find the Fireshore area very dangerous at weekends, it is nice to see so many people using the area but dogs on leads children learning to ride and wandering groups of tourists make for a challenging but slow ride,

Connecting existing cycleway better. Building new off road cycleways. Connecting the city to central suburbs like New Lambton better. Focussing on flatter areas that are more likely to be used by all age ranges.

Dedicated cycle or shared path ways and removal of the so called 'death lanes' (shared zone between motor vehicle parking/travel lanes and cycle lanes).

More off road and physically separated bike paths would improve safety.  
Driver education would have a bigger impact, but i dont see it being successful or well received by drivers

Drivers attitudes to cyclists (including bus drivers), drivers not driving on the cycling lanes, more space for cyclists - especially over bridges such as Tighes Hill (Maitland Road) and Maud St - get rid of the law that says we cannot safely ride on the footpath if we are over 16yrs, sometimes that IS the safest path

More shared paths, off-road cycleways and wider cycle-only lanes on roads.

More investment in mountain bike facilities. Well designed and maintained off road networks negate the desire/need to build illegal and potentially unsafe trails while also stimulating tourism. For road riding separated cycleways are a must. The success of tarring unused rail lines elsewhere and in Newcastle (Fernly Track) is proof of this.

Elimination of parking availability is only placing more pressure on spaces in residential areas. Investment in education for motorists and cyclists, clearly marked bike lines and hazard visibility needs to be improved.

To build on the huge rise in the number of bikes being used due to Covid and to then encourage continued use. This needs, however, to be aided by provision of additional separated cycleways which lead to where people want to go and the encouragement of the notion of Newcastle adopting cycling as part of its 'Smart and Innovative' mantra. Trial of designated footpaths in the central flatland would assist as would increased provision for bike parking at beaches, harbourside and shopping areas. An education campaign to promote cycling as a smart move for people travelling less than 5 kms on the flat inner land of Newcastle would be great by featuring bicycle types which borrow from Netherlands etc rather than the Tour de France. Current growth in these bikes in the 'Throsby Villages' precinct shows that there is a base from which to build. Providing safe pathways and insisting on their use where provided would legitimise their use.

Further education of users, Cyclists, pedestrians and drivers. On shared paths, people should stay left( Parkruns will cover the whole of the path) children being children are all over the path and can be unpredictable and need proper supervision. Dog owners should keep their dogs on a short leash field on the left. And cyclist should not be cowboys and follow the rules.

Distanced cycle paths, or sectioned lanes for riders where cycleways are on roads. I've cycled my entire life and still worry when riding on roads, especially when there is little to no shoulder. A low divider or strip so cars keep their distance would be incredible for safety and security. I feel this would encourage the general public, especially those with children, to cycle more regularly or use it for active transport.

Separated bicycle lanes

More on road paths if there is 'no parking' along the marked lanes

On road paths are dangerous - you risk getting hit by a car travelling in the same direction as you or being hit by an opening door of a parked car

Driver education

Space either separate or clearly market for cyclists and motorist acceptance.

All cycle ways to be connected with no need to cycle on main roads.  
More signage on cycle ways for people to keep dogs on tighter leads.

Ensuring that motorists recognise that they need to abide by the rules that allow cyclists on the roads - broader shoulders/breakdown lanes on narrow roads - cycle lanes implemented into parking lanes are a real horror as most cars when parked there stand at least on the edge of the marked cycle lane or over into the cycle lane - highly risky as there is little space for error when occupants of cars open their doors, as cyclists are not always easy to see, and are quiet. Cyclists riding in the lane are so close to the cars that it is impossible to see if anyone is in a car and so there can never be a warning of a door being opened.

Promoting the city as bike friendly. Encouraging commuters to park out of town and bike in, providing adequate facilities for showering and locking the bike up.  
Employee incentives. Health incentives - whether that be Medicare or health insurance levies.  
Discounts on car insurance or rego for not driving everyday.

More shared paths on roads for cyclists  
Better education for drivers and cyclists as to the rules  
Better division of walkers and cyclists

Create disincentives for vehicle use and support cycling as a safe and healthy means of daily travel for people of all ages. Need sensible and well marked routes for cyclists that connect key points.

Interconnected bike lanes hugging the current train line that connects to the fernleigh track. Honestly that track is amazing. It's encouraged me to look at houses further out because I can ride into the city on that track without interruption.  
Also, protected bike lanes. So many people are scared to ride on roads. I have to be assertive and fast to just safely get from place to place.

More dedicated cycling lanes or paths between main cycleways such as Fernleigh and Jesmond into the city

Linking existing off road paths  
More off road cycle paths  
Secure bike storage

Dedicated on-road bike lanes on main routes that do not permit car parking. Bike lanes that continue rather than come to a sudden stop. Bike paths that discourage use by dog walkers, pram pushers and small children on bikes.

Look at Noosa, roundabouts with cyclist priority zones, connected routes, better attitude from drivers, mix of facilities for all abilities/ages.

Separate on road cycling lanes and wider off-road cycle paths

improved on road infrastructure, improved signage for cars, education for drivers

more off road paths and physically separated cycleways. Contiguous links between cycleways. eg Jesmond Park links to Lambton via a very busy on road section. JHH to Kotara goes via onroad at Lookout Road which is very dangerous. Cycleways randomly end with no indication as to a safe link to the next one.

Creation of a dedicated network of cycleways and physically separated bike lanes.

An understanding by pedestrians and slower cyclists or users to keep left on cycleways.

More off road or separated cycle paths

Providing more bike lanes on road and off road and lowering the speed limit where possible

Designated bike and pedestrian paths the same as the Islington path to key areas of the city and surrounding suburbs.
Decrease cars by riding incentives eg on council rates etc. Couple with reliable public transport and carpooling
Wider, more connected riding reserves on the road and shared footpaths.
Wider bike paths and cycle lanes/paths not directly connected to roads, plus regular cleaning of debris off said paths/lanes
Changing the attitudes of drivers - granted, that will be very hard for Council to do. - Increase the size of shoulders on busy roads - More dedicated bike lanes where there is room - Consult cycling groups when making changes
A mix of dedicated and shared cycleways and education for cyclists and drivers
Making cycleways wider. Reducing speed for drivers. Ban parking next to shared cycleways (huge risk when cars suddenly open doors). Add extra dedicated cycleways to ease access.
More off road designated cycleways in at least cycle lanes on roads (and making sure these link up). Please make sure cycle lanes don't just end and tip you back into the traffic. An example of this is coming along past Newcastle interchange, the cycle way suddenly ends and tips you onto Stewart Avenue. This is very unsafe!
Better identification of cycle routes and better connection between routes
Have dedicated cycle ways that safely connect the suburbs of Newcastle
Separate cyclists from pedestrians, dogs and skateboarders.
Educate drivers, they are so aggressive it's frightening at times. Road surfaces are full of pot holes in some areas.
Uptake and positive culture/education firstly but a greater connected network of physically separated paths secondly
More cycle ways off route. Clear indications that cyclists have right of way at key intersections. Redoing Hunter Street to make space for cyclists (the light rail made things far worse...)
Dedicated cycle lanes joining paths. Shared paths all joining up to Fernleigh Track or with each other.
Warning signs near the tram lines warning of the dangers associated with tracks & trams for cyclists & appropriate signage in general, maybe ones that give more incentives for cyclists & motorists to take care when sharing the road. Some cyclists flaunt the rules by riding next to each other at a relatively slow pace holding up traffic & some motorists tailgate, beep horns, yell or take evasive action to get passed them or threaten them with violence. I have had eggs thrown at me & hit me about 5 times over the years by passing motorists which isn't a lot I guess. Any planners need to segregate the motorists from cyclists as much as possible & maybe look at what works in other cities & towns in Australia & in countries like China & the Netherlands. Also Glass & bits of metal from car accidents that take forever to be cleaned up are safety risks or branches & debris littering cyclist paths or roadways. I have had a lot of flat tyres from glass & cats-eyes from weeds over the years
More off road cycling routes and more parking restrictions in kerbside lanes particularly on busy roads. Cycling lanes along Hunter St
More shared pathways and cycle lanes on roads as well as better facilities to lock bikes.

Safer more designated bike lanes and share paths that link end to end

Separation of cyclists and vehicles is vital, to the best of Councils ability, to make cycling safer. This is not always possible but the planning of new suburbs in the Western Corridor needs to focus on cycle friendly communities with shared paths and separated cycleways. I have never understood why planners in Australia design cycle paths on the drivers side of the parked vehicle. The cycleway should be on the passenger side which is less used and does not force a cyclist onto the road if a driver opens their door. The Netherlands do cycleways very well.

Bike lanes separated from both traffic and pedestrians, but that's probably not that possible. Educating drivers about the benefits of cycling for their health and the environment. 9/10 times I'm abused by a driver on the roads, it's by an overweight male in a six or eight cylinder car. I'm happy to "educate" them myself if they want to pull over and sort it out, but then you'd have a vigilante on your hands. The council is better off just telling them to pull their heads in.

Well connected separated cycle paths linking all suburbs and a good u to date map showing them

Slower car speeds. Slower bike speeds on cycleways. Educational campaigns. Signage. Bells. Underline the potential risks of accidents between pedestrians and cyclist on shared pathways. Children in particular are at risk of being hurt if not supervised at all times. They are often behave erratically as is natural with children. Cyclists ride too fast and don't use their bells - I know this from experience.

Educating cyclists to stay to the left when riding on shared paths and passing on the right. Also indicating with the sound of a bell or letting the pedestrian know that they are passing. I both cycle and walk for exercise and at times do not feel safe when cyclists don't indicate their intention to overtake. Also a lot of the cyclists travel too fast on the shared pathways.

1. Separate cyclists from road users.
2. Regular maintenance, sweeping, cleaning to remove glass.  
Very heavy fines for breaking glass in public, or carrying glass bottles or glasses in public.
3. Get more of the drunks off the streets at night.

Physically separated bike paths, slower traffic speeds, policing of traffic speeds. Current 40km zones are ignored by most drivers.

1. Better bike lanes
2. Public campaign to make people be more courteous/ aware of bikes
3. Public health campaign to encourage people to ride rather than drive

Slower speeds in built up areas where cycling is shared with vehicles

More linked cycle separated lanes

From Carrington to Merewether the Pedestrian traffic makes bike riding on the footpaths dangerous and cars parked on the side of the road makes riding on the road dangerous. Wider shared area or cycle lane would make riding safer. Also the cycle lane from Nobbys to Newcastle beach against the one way traffic seem to me to be an accident just waiting to happen. I will not be using that bike lane. Please have all traffic traveling the same direction !!!

Clear cycleways. Better maps and sign posts. Some routes the signs are gone and you get lost.

Separate bike/car paths.

Incentives to ride

More bike rights, so car drivers (who aren't cyclists) aren't so aggressive towards bikers. More bikes out as mode of transport means safer cycling for all. Ratio of bikes to cars needs to increase.

Inclusion, cleaning and maintenance of bicycle lanes everywhere.

designated paths and spaces for bike's, and driver awareness of opening doors and safe driving distances
Separate cars from bikes or major reduction in speed limits in common routes, and driver education
Just bike riding lanes only more of them, Awareness and responsibilities on adds on tv , hopefully that could help
Off road cycling is the only safe way, connecting & expanding paths, widening roads to accommodate a barrier for safe cycling. Let's meet carbon emissions by cycling & incentives by if Government should be considered - but first we need safe paths! Thank you for listening!
all cycle ways safely separated from road traffic and parking vehicles aim to separate foot traffic more from cycling traffic ensure that bike paths are not used by motorbikes, particularly Tramway Track and Fernley (though this probably applies more to the Lake Mac sections of those tracks)
Separating cars and bikes as in many European cities. Making cycling a viable alternative.
<ul style="list-style-type: none"> <li>- Separating bikes lines away from cars.</li> <li>- Removing parking next to a bike lane. Car doors opening onto a cycle lane are really dangerous.</li> <li>- Lighting bike paths (I would prefer to cycle rather than drive to work. Right now I would not cycle from Callaghan to New Lambton because of how dark the cycleways are after 5pm. I do not feel safe, I also can't see the lane in front of me to avoid running over any debris)</li> </ul>
Dedicated on road cycling lanes, separated from car doors and pedestrians.
Reduced car speed. 30km /h where bikes are sharing with cars. More off road or properly divided bike paths Properly connected bike routes
Put in cycle lanes, preferably separate from the road. Or widen the road such as hunter street.
Shared paths, being away from parked and moving cars.
More dedicated bicycle paths, separate from car traffic, lower speed (not for Lycra racers!), that hopefully avoid major car roads and lanes where possible?
More bike lanes, shared paths and off road paths. Riding with small children I have to avoid riding on roads as cars in Newcastle are often not accommodating of cyclists.
Dedicated bike lanes on ALL roads and where not possible connect directly too bike path
Linking existing separated and off-road routes. Shared roads may well be a right, but Newcastle roads are so narrow at points that other vehicles inevitably fight for space. Creating dedicated cycle networks is the best option for everyone.
Separate vehicles and bikes where possible , more road marking lanes ,slower car speeds on shared narrow roads.

More bike lanes is ideal, even the simple marked ones. Separated lanes (not shared lanes because of hazards to pedestrians) are the safest. Or marked lanes where cars cannot park on the kerbside to avoid the potential for getting doored.

Getting doored is my biggest hazard and biggest worry. It has happened to several people in my office who are very experienced riders. I can ride defensively against moving traffic but constantly trying to see if people are in parked cars and giving myself enough space from their doors but further into traffic is the biggest hazard for all cyclists.

Education of the public and especially young drivers.

Less cars on roads with cheaper, more efficient public transport system.

Prioritising bike lanes over parking.

safer cycling off road, like shared pedestrian/cycle path, separate cycle lanes on road

Bathers Way carries increasing pedestrian traffic. While cyclists should always give way to pedestrians, it would not hurt to remind pedestrians that it is a shared path.

Gradual replacement of all cycle routes with separate bike lanes or shared paths.

Separate cycleways from cars & pedestrians.

Create routes to link up to destinations not just go no where.

Consider distance as well.

More dedicated cycling routes. We don't necessarily need heaps more separated paths, but ensure that on road routes are complete. Make sure it's clear it's a cycle path. Riding South down Stewart Ave in peak hour is Scary.

Having separated and off road cycleways. Rider education, raising awareness about speed and courtesy

See above and improve parking at Gun club road.

Dedicated cycle lanes or shared ped/cycle lanes

Had chance with tram and city but completely lost the plot

Should have been set up like europe, Amsterdam etc.

Unfortunately cycling was an afterthought but should have been an integral part of the design

Have ridden extensively in europe

More separated or off road paths. Better designed intersections.

Any time roadworks are carried out, a safe cycling route should be included.

Any time new development are planned, they should be required to include safe cycling routes.

Separation of paths from car roads or at least clear provision of shoulder room on roads.

Separate cycle ways from both cars AND pedestrians.

Making the bike lanes really visible for riders and road users. Including lighting and colours. If they are share paths separate the walkers from the riders or have a speed limit on the path as riders go very fast.

Safer cycle paths to more areas - especially to public transport hubs.

A number of things will need to change in order for Newcastle to improve. Road safety of drivers when cyclists are on the road.

More designated well built off road bicycle paths need to be constructed.

Have sections of footpaths only for bicycles and other sections for pedestrians.

More off road / shared path / separated on road / on-road (for low traffic streets only) infrastructure will make cycling safer.

less traffic and more bikes. Maybe streets could be safer to ride on. Cars rush along and give me very little room
Improved road side surfaces, Clearly marked bicycle lanes, more separate "off" road bicycle lanes rather than on-road
Separate bike paths which are continuous and connect suburbs together.
Educating cyclists and signage to give way to pedestrian on shared paths. Signage to differentiate between shared paths and pedestrian only paths. Getting cyclists to obey speed limit signs in congested areas such as the foreshore shared path near the yacht club. Enforcing the Transport for NSW suggested 1 metre gap between cyclists and pedestrians.
Keep bikes away physically from cars and trucks. Limit all urban areas traffic speed restricted to 40km/hr at all times. Enforce speed limits on cycleways as well since some lycra groups ride too fast.
1. Separate bike lanes. Shared pedestrian and bike pathways that kids can ride with family. and connected routes. Connected cycle routes.
Dedicated cycling infrastructure linking the suburbs to the CBD. Cars and cyclists dont mix, neither to pedestrians and cyclists.
Specific, safe cycle lanes and off road cycle paths. Would really promote cycling around Newcastle and easy traffic congestion.
Designated bike paths and protected paths that could act as commuter highways into the city. A reduction marked bike lanes that vanish on main roads leaving riders at risk. And a big marketing campaign promoting Newcastle as a cycle city and encouraging drivers to relax, be respectful of cyclists, and highlighting that cyclists are one less car on the road creating traffic and taking up car parks.
Ways to avoid motor vehicles. Back routes, slower traffic. Better connections over/under roads.
I think Council is generally doing a good job of providing cycling facilities but the key is making cycling more desirable than driving and the best way to achieve this is employee incentives to cycle instead of drive similar to the UK. Money talks and if we can help people purchase bikes then that is a great start. If their employers also get a benefit then that will be hugely helpful. The next hurdle is to make it safer. This is a multifaceted situation but it involves more seperate bike lanes, more traditional bike lanes and then convenience like more facilities, bike storage, being able to take bikes on public transport, and encouraging more cycling in high density spaces like the CBD. Advertising campaigns to make cycling more attractive and driving less attractive will also help.
Educating both cyclists and pedestrians on shared cycle ways to respect one another more. This is improving but still has a way to go. As a cyclist I always warn oncoming pedestrians when I'm approaching and overtaking by sounding my bell, but sadly not all cyclists do this. Some pedestrians need to keep to the left and allow the cycleway free for those overtaking. More connections from outside villages like Mayfield into the Newcastle CBD. A cycleway connecting northern suburbs to the Fernleigh Track off busy roads.

Reducing volume and speed of traffic. Introducing more traffic into local traffic zones i.e opening Council Street into Cooks Hill etc. further erodes safety perceived or real. People need to feel safe, as demonstrated in recent Covid 19 restrictions. Cyclists should be given a greater priority generally - Hunter St / rail corridor was a real wasted opportunity.

More shared paths generally - linking green spaces and Fernleigh Track. The volume of people enjoying these assets is testament to their value as a resource for recreation, health and well being.

Better separation from motor and pedestrian traffic.

More secure bike storage facilities at destination locations.

Enforcement of bicycle road rules for both cyclists, motorists, and pedestrians.

Separate bike only lanes. Like in Denmark.

Road resurfacing

Driver education from a learner level

Higher penalties for drivers doing the wrong thing

Make bike lights mandatory

More lanes, more off road paths and shared paths

Bike infrastructure that is fully integrated with the existing paths

Dedicated cycle ways that don't disappear at intersections.

Prioritising cycles at intersections

Not sharing paths with parked cars

Removing cars. Reducing car speeds. Making wider bike lanes eg a bike lane where a car door can open into is not a safe bike lane

Safety - riders vs trucks/cars as well safety against crime (lighting, cameras/security, etc).

Complete linking of all cycle routes & construction of dedicated, seperated cycle ways between ALL suburbs in LGA.

Link tafe & showground.

Lighting from hannell st to iso park/maryville section.

Also redesign of hunter sts supposed smart connected city street to include a cycleway , ( a completely laughable embarrassment that this was overlooked in the recent light rail construction )

Less cars on the road. More separation between bikes and cars with more shares paths. Give bikes off road options. More trees planted near the street for shade.

More maps and signposting, more advertising re shared roadways, encouraging of riding similar to Scandinavian countries and the Netherlands. Further incentives for schools to encourage riding.

More cycleways separated from both traffic and pedestrians. People walking don't enjoy bikes whizzing past and people riding don't enjoy navigating through walkers meandering along (particularly when commuting), but will usually choose this over risking their lives on the road. Better direction and safer ways of crossing at traffic lights. Some main cycle routes just dump you at a busy intersection with no clear directions for cyclists.

Education of pedestrians and cyclists on use of shared paths. Maybe through better signage? I've had a bad accident involving an off-leash dog on a shared path (dog was fine, I was not!). Perhaps having rangers check in in certain areas would encourage compliance with leashing rules in these areas. Jesmond bushland, Fernleigh and tramway come to mind. Shared path use etiquette of cyclists is also a common complaint of pedestrians, while separated paths would be the best way to address this for everyone, education of both on how to use them may help

Dedicated bike paths connecting communities. The less on road time the better.  
A pathway system connecting Belmont, Glendale, Maryland, Maitland, Morpeth, Stockton etc...  
Should be achievable

Provide more bike racks to lock bikes to in the entire Newcastle area.  
Have dedicated bike lanes whether on road or physically separated. Drivers in Newcastle don't know what to do when faced with a cyclist in their lane on a main road and then traffic is held up and drivers get annoyed.

#### SIGNS - KEEP LEFT AND SPEED LIMIT

Bit wider bike lane on road.  
Maybe speed limits on bike tracks as I have found the faster bike riders ride Way To Fast and do not ring a bell and are a bit ignorant to be honest. They think they own the path.  
As for walkers - some of these people do not know the meaning of staying left, and I have found a lot wear headphones or earplugs so cannot hear if anyone is behind them.

Off road bike paths (shared or unshared) with better connection  
Mandatory use of a bike bell.  
Limits on speed and groups who almost push others off the path

Separated cycle lanes. Most drivers are good as gold but those who aren't seem happy to commit manslaughter/murder. I ride frequently but I would worry for my 12 year old. There's no contest between a Ute and a bike.  
Similarly on shared paths a cyclist at 20+km/hr is almost silent approaching behind a pedestrian. Not all cyclists use/have a bell.  
There's a difference between cycling to work/training at 20-30km/h and bumbling on the bike with the kids. The fernleigh could be trained on before 0800 for example but then Speed restricted later on?  
Adverts that humanise the rider might be more effective (ask the kiwis they did a similar ad campaign)

Separating cars from cyclists and then separating cyclists from pedestrians. In Europe the paths are separated so that there are 4 widths (cyclists & pedestrians in separate lanes in each direction). I don't know what you can do around the harbour or CBD. I think you've permitted development and traffic changes and greenspace sell-off that has destroyed the opportunity to make it cycling safe. The Newcastle foreshore & CBD is a death-trap for cyclists & sadly there have been deaths. Nice work council bosses. Proud of your decisions? I pity the planners & staff that are the subject matter experts that you ignore.

Dedicated cycle lane where cyclist wont be hit by cars and car doors. This probably means taking space that is currently used for kerbside car parking, so this will require alternative parking options or improved public transport or a disincentive to driving

To consider a well marked or separated bike /walking path along every main road, or transport route.

Independent tracks linking key destinations and main roads, to better access recreational and employment hubs.

Bike security.

More bikes lanes and signs, community campaigns to bring motorists on the side of cyclists so there is less anger.

Incentives to ride to work so that cars are minimised.

Free stockton ferry if you are riding to work.

More bike lanes, whether separated on road, shared paths or cycling 'highways' so bike riders could avoid busy, narrow roads. Drivers on the whole are inconsiderate of bike riders, so education, slowing of some roads and incentives to ride would be enormously helpful.

A strong campaign to inform drivers of cars that bikes have the same rights to be on the road. More bike only paths to make commuting feasible and safe. Better connections/completing of paths so you don't come to a dead end of the path and be forced onto the road.

More offroad pathways, more bubblers/water stations along routes, greater lighting in streets without lights, better cycleways, pathways and maps with terrain/slope listed

Get rid of "door lanes" that create a false security. Quickly build segregated bike lanes. Fix the Hunter Street debacle. Take the route proposed many years ago that passed through Blackbutt Reserve to JHH. Fill in the gaps between cycleways. Stop prioritising cars. At intersection with STOP signs, allow bikes to do an Idaho Stop. Stop signs are necessary because sightlines in cars are obstructed by heads, A & B pillars, there are no such sightline obstructions for bikes.

Separated bike lanes, dedicated cycle ways.

Seperate cycle paths.

Less hostility towards cyclists

Education, a whole heap of dropkick drivers out there.

We talk a lot of cycle ways in Holland, but 50% of the cycling I have done there is on side streets where the car drivers show respect for the cyclists.

More cycling lanes on roads, not just a bike and then no room on the shoulder and no path to the sidewalk

Build the whole CycleSafe Network in one go rather than little bits and pieces all over the place.

Investigate connecting the Ferleigh Track to the city centre following the rail corridor rather than along the road.

More cycling lanes on busy roads.

More cycle ways which are separated from vehicle traffic

More cycle paths not on roads

more off road cycleways

can public land / easements be repurposed

More designated off road routes for leisurely riding like Fernleigh, Glendale, etc
Clearly defined cycleways with no dead ends
Wider shared paths and communication and definition to the public on what a shared path is
It's own cycling facilities. Expand off road cycling using park land like next to Velodrome or Broadmeadow at new centre of excellence. Need all populations and families to meet up and socialise together and have a race or social ride. Need cycling club house for enthusiasts.
Switching the position of parked cars and bike lanes.
More cycle ways excluding shared road.
segregated lanes
Finish connections of offroad shared paths
Driver behaviour
Stop pandering to car drivers, take sections of the road, car parking and put in proper separated cycling lanes, like they do in Sydney CBD. I drive as well, but getting people on bikes is more important than my convenience.
More off road separated cycle paths needed along major corridors
More separation from cars
I think encouraging motorists to expect that cyclists are entitled to use the road and encouraging cyclists to use bike paths and quiet roads is further required
Choosing roads to create physical separation of traffic and cycles
Changes to drivers attitudes
Having separated bike lanes tracks not shared as they don't work. End of bathers walk from shepherds cottage down to Newcastle baths could have a sep cycle way which would be fabulous. Also around the beachfront like the one from the baths to Bobby's which is great thank you. A cycle lane out to the break walk as it's impossible to ride there during the day with all the pedestrians.
Connecting existing routes and extending them
It would make a good bike path loop if there was a bike path both ways along Hillsborough Rd to/from the top of Raspberry Gully. Then along Lake Mac to the Glendale tram track to Jesmond Park. Charlestown Rd is very unsafe to ride in either direction. There are no safe back streets to ride.
More of a state government initiative. Implement driving safety courses that are compulsory for all drivers regardless of when they received their licence. London Met Police have a training model that I did and as a driver and cyclist I learned lots. i.e 'Why a cyclist should cycle to the front of the lights and be out in front away from drivers blind spots' But Newcastle could be the leader in making this change. I honestly think having a city that is cycle friendly you will start the evolution of meeting your 'smart city' and you encourage a positive mindset we are all equal to share the roads and footpaths. We need to lose the stigma around the 'hate for cyclist' or who is more entitled to the footpaths, roads etc. We all can play a bit. We change our roads/cycle paths implement a tram, but we don't educate our community on

how to drive/cycle/walk with the changes. If there is anything we can take from COVID is our systems/process aren't up to date to match current situation.

Having designated continuous connected cycle-ways so that we are not forced to share the roads with general vehicular traffic.

Driver education - so many car drivers hate cyclists & purposefully try to intimidate them or worse. Police don't do much to help when incidents occur

Complete the cycle loop from fernleigh track to spears point and wallsend. Potentially make it wider or separate from walkers near spears point and warners bay,

Driver education campaigns & patience.

Changing drivers attitudes towards cyclists.

More cycle ways

Designated cycling only paths like in Holland. Bike lanes that cars park in do not count

Same as car driving.. we need more teaching over here! It's too easy to get a licence.. also for bicycles.. teach kids at school some basics.. as using hands for indicating.. where to look where to stop ect ect and that csn be done in a fun way for them..

More connectivity of bike lanes between suburbs

Get the media to support and report on the positive aspects of cycling rather than a single isolated incident on the Fernleigh Track.

Around the beaches... extending Fernleigh, would love to see the western corridor also but that is not Newcastle councilzz

Designated cycle lanes on roads

A closed track for cycling. 1km loop with wide road so many people could at once.

Separating cyclists from vehicles, plain and simple..

Changing the attitudes of drivers.

Having separated cycle ways connecting existing infrastructure

Making light rail crossing safer

Clear cycleway from Fernleigh to CBD

Make it a priority as much as car traffic, it's only being done as a cosmetic after thought. As well invest in proper mountain bike park at Glenrock similar to Derby TAS as could be world class benefit for the city

Speed limits reducing on all but main rds would assist.

More bike lanes on larger roads

Not having to ride on cycleway on road edge with parked cars.

More protected cycleway

Having a proper cycle lane not a green painted road where cars can park, hence no real cycle lane.
More designated bike lanes rather than pictures of bikes on the road
Seperate cycle only lanes but I realize that will probably never happen here.
Any additional form of cycling lanes would be an improvement as there is very little in Newcastle
Increase physical separation between cyclists and vehicles
The biggest inhibitor to people cycling is fast, heavy traffic. Reduce speed limits and give more space to cyclists in terms of separated bike lanes. The reason the fernleigh track is so popular is there are no cars.
A safe cycle path down either king or Hunter St
More separated cycleways
Remove the light rail in Hunter St. Remove Contra lane north along Shortland Esplanade to Nobbys (aka 'death trap'). Do not waste money on "vanity projects" such as "Bicycle Boulevard" plan from Civic to Merewether.
More bike lanes please
More specific cycleways
Separated cycle lanes
No shared lanes with cars.
More bike paths through suburbs so kids can ride to school
Separated on road bike lanes are the way forward - Shared paths are not great for cycling as a lot of pedestrians are oblivious to the path being shared.
See above
A profusion of safe, separate cycleways.
Driver education.
A neighbor has been hit by a car at the teighshill tafe intercetion before the rail line. Honeysuckle drive, motorists are extremely dangerous and aggressive each day when cycling to work. It would be nice to have dedicated cycle paths or highways for cyclists only (probably a stretch) but I could see such infrastructure encouraging lots more people to cycle.
Bike lanes on main roads in the central/city parts would assist in commuting to work safely. Special marking on the road like the Green area lane is better respected by motorist than unbroken white line along kerbside road. Lambton park is a typical example where motorists disregard cyclist inside the unbroken line.
Would encourage more people to cycle, not just for recreation but for commuting.
Getting the police to enforce the 1M & 1.5M traffic rule.
Slowing cars down on all streets...fast as you like on highways. We need a culture of driving slower on residential streets. Ways to more safely cross major roads.
Policing of pavement parking. There's not a footpath a child can ride down, without being forced onto the road by someone parked nose-in to their driveway.
More separated bike lanes
More physically separated, connected bike lanes

Adamstown gates - another back spot for cyclists and motor vehicles
Separated cycle ways along main arterial routes would make cycling more accessible for people who live near clusters of shops
As I mentioned previously true cycling lanes, like in Denmark, Sweden, Holland & more countries. prioritised lanes, actually designed along major transport paths, rather than ad hoc opportunistic lanes that do not connect
A network of separated bicycle lines from Hamilton, Merewether and Adamstown and then down the main roads. Direct way a for people to get to town and the beach and safely home
More dedicated cycleways.
More overt and bright marking of on-road cycle lanes
Improving on-road cycleways. In most cases, marked bike lanes on roads are just in the gutter and are often very uneven surfaces. They usually have cars parked along them, forcing you to ride out of the bike lane, or are immediately next to space for parked cars in the door zone. Making on-road bike lanes more distinct would help drivers be more aware that bikes will likely be present.
Get the bikes of the footpaths where possible and onto the roads. If the paths are to be shared, they need to be delineated, with raised kerning to separate walkers and riders. EG, the area near the Cowrie should have 2 bike lanes on the road. if this is not possible then divide the path so that all users can exercise in safety.
Keep bicycles off the road
Protected cycle lanes where possible.
Driver education.
seperated lanes as there is no deterrent for motorists to provide safe travel for cyclists
Separate fenced off lanes as in Sydney Cbd
Speed limits on shared paths with inconsiderate speedsters on bikes and e machines. A child is going to get hurt or killed if this issue isn't addressed.
Separate cars and bikes on roads
More off road separated cycleways
Additional space on roads designated for cyclists.
Newcastle's cycleways need to be better connected so people feel safe to ride.
More education for all.
Ebvnrndering a culture of politeness toward and respect for what cyclists bring to road conditions, fewer car trips, and the environment. This in combination with carrot-and -stick campaigns of education and enforcement against aggro and 'macho' driver behaviour. Ridicule appears effective against ██████████ -eg. the 'little pinkie' campaign of a few years ago. Subtle targeting of young trades appears warranted from my experience, not just their aggressive driving, but unwanted comments, parking across cycle facilities also.
Separated bike paths in a big network.
off road routes
A proper dedicated green lane network.
Bike specific tracks
More isolated riding paths.

The city is doing a great job and more shared paths in place of footpaths between key destinations would be great.
Separate lane dedicated to cyclists only
More dedicated bike lanes.
Dedicated cycle paths
More cycle ways
More specific cycle ways
More separated cycle paths.
Bike lane used to be painted on road at honeysuckle..only part of it still remains...why ?
Any action that put more cyclists on the road. E.g. restrictions on parking to cause more cycle commuting, bikelockers and changerooms built into more new CBD development. More cyclists on the road means drivers begin to look for them and regard them as traffic rather than targets.
More green lanes
Traffic lights with a bike light to provide a safe right turn, like one's that have a bus light.
Reduce traffic speeds on roads used as shared cycle/ car roads
Cycleways or shared pathways.
Connecting tracks
Driver education
Better trail maintenance in the mountain bike parks
Banning cars from the CBD
The installation of more bicycle only lanes. While shared paths are great they can become quite dangerous when busy and motorists in Newcastle are often quite aggressive to cyclists on the roads
Separated cycle paths. Most people who I talk to about commuting by bike say the biggest barrier is the traffic.
A complete separation between vehicles and bikes.
Increase cycleways
Cease painting Green lanes adjacent to parking lanes. It invites timid riders to ride next to car doors which is quite dangerous, and makes car drivers think that cycles must use the 'bike lane'
Generally speaking, cycling needs to be prioritised, at least in some cases over car traffic. Also, some routes need to be exclusively for cycling. Some shared paths such as Lake Macquarie are sometimes unusable for bikes as they have been 'taken over' by all types of pedestrian traffic. I would also suggest initiatives such as car free days in some areas. We need to take cars, especially larger cars, out of city centres. We seem to do the opposite. Parts of Hunter Street for example, could quite easily not have any car traffic on it on weekends I believe.
Separate bike lanes for riders away from walkers and families
Better connections between bike paths
Paths that actually go somewhere and all the way into Newcastle
More cycle paths. Car drivers are, at best, idiots who just don't see cyclists and, at worst (unfortunately too many) are hostile towards us. Example - deliberately trying to run you off the road, throwing things (like milkshakes) at you and screaming abuse.
Rider, driver and pedestrian education.

Separating Cycleways & Cars as has been done in Canberra.
Allow people to ride on the footpath (at walking pace / low speed). That would allow avoidance of the dangerous sections of road without the risk of a penalty.
Changing the attitude of car and vehicle drivers. Drivers in Newcastle (like most of Australia) are not generally tolerant of cyclists - often they are hostile and dangerous.
An east-west link of physically separated cycle ways
Keep on top of rough surfaces and potholes so cyclists do not have to change direction or fall off.
More cycle ways
Advertising
Increasing the network of cycling facilities so that both families and commuters can feel safe to get out on their bikes.
Off road cycleways
An education program for car and truck drivers about bike riders - why they ride - what are the dangers - how to reduce dangers as a driver
More cycle paths. Riding on the roads is so sketchy.
On road cycle lanes are of no use when they are in the parked car "dooring zone". In fact, they are actively dangerous - if you ride in them, you are at risk of being doored, but if you ride in the lane, drivers get angry and aggressive because they think you should be in the cycle lane. Also - shared paths are not good for cycle commuting. Riding at a reasonable commuting speed (~25km/hr) is not safe for either the rider or pedestrians at a shared path, but having to go slow enough to be safe makes cycle commuting an unreasonably slow option for many people. We need to separate cyclists and pedestrians. The safest solution for cyclists is therefore, protected cycleways (eg those in Sydney CBD).

More separated paths that are for bikes only
The more shared cycle/pedestrian walkways the better. I always love to try a new path. I ride from Adamstown to Mayfield for work so anything to improve that would be great
Physically separated bike lanes
Consider it in planning and road upgrades!
Separated bike lanes along major roads and in the CBD
Separated cycleways
Don't put speed bumps on cycle paths Please they are dangerous
Dedicated cycleways in the city and surrounding suburbs
Shared cycleways, when crowded, don't work. Take the Canberra approach with separate cycleways that barely cross a road.
Create bike only lanes. There is no other way to make bike riders feel safe. It's doable and please do it.
Definitely standalone sections of path that have specific destinations. Commute routes especially. I don't believe trying to change behaviour of motorists is a feasible alternative
Separated cycle way

More Cycleways
Get more people on bikes
take on road marked cycle lanes out of the door zone ---its dangerous even for an experienced cyclist like myself but i still ride them on a daily basis
Separated cycle paths equal to Melbourne and Sydney.
a greater focus on implementing on road separated paths preferably uni directional.
A dedicated cycle lane through the city to the ocean.
No more areas where cycle lanes abruptly disappear (like City Road in Merewether)
A dedicated east-west bicycle path through the city.
Making all road users responsible for their own actions. We all share the road.
Separated bicycle lanes. They're demonstrated to work well in other cities and countries and we have ample space on the roads to facilitate it
Separate dedicated paths
Physical cycle lane separated from cars on all major roads.
Better connected bike lanes and ones that don't just end along a road ie king street
Normalisation. Eg. when roadworks are done, impact on cycling during and after is treated as a normal consideration.
The connectivity of practical cycling both currently and any vision for bringing in the future masses has sadly been overlooked, an afterthought after seemingly greedy land grabs have put locals last. We have done little to nurture the emerging vibrant city that was organically growing and have instead kowtowed to the opportunistic. Newcastle had a real opportunity to be a showcase city and the results are forever worrying and sadly pushing me to look elsewhere for a community I can be a part of. But to the pertinent issue of cycling.....The greatest improvements I can see being introduced are a very safe cyclelane connected citywide as the trams have devastated what was already a very dangerous cycle city. clearly mapped, marked and connected suburban system, having such a large flat land mass we should be encouraging thousands of commuters onto bikes.
Signage so that new riders will know where the cycleways are.
Line markings on main roads for cars and bikes
Driver behaviour
Separated cycle lanes.
More definitive road markings rather than bicycle stencils which the majority of motorists don't see or ignore.
Separated bike path
More dedicated bike lanes and delayed bike lanes, and priority of movement in all traffic areas (particularly low traffic areas off main roads) Rider and driver education
More dedicated cycle paths
Easy restrictions in newcastle riding on footpaths
Physically separated bike lanes
Changing the attitude of drivers. Making drivers more aware of cyclists.

Avoid cycle ways along the tram line.
Separated cycling lanes.
dedicated bike track/lane
knowledge of rules e.g keep to the left when walking keep to left when bell is rang
Connected cycleways. Not painted pictures of bikes on roads but proper connected routes. Anticipate the popularity of this type of infrastructure and make them wide enough at the start. Eg Fernleigh track not wide enough to support its popularity and compromises safety of all users.
Need much more cycling infrastructure
Parked car hazard beside bike lanes. Don't have parking with bike lane right beside it as an opening door opens onto the bike lane. It's stressful.
Dedicated bike lanes for riders with no pedestrians.
More shared paths
More separated cycle paths
Creating seperate, protected cycle ways so cyclists of all abilities can utilise the infrastructure.
More green lanes. As parking in Newcastle is reduced and cycling is encouraged we need to change culture of our drivers who are getting less tolerant of the amount of cyclists. I have been to Toyko where the infrastructure is worse than ours and pedestrians, cyclists and cars work well together. Its about respect.
Making Cycling lanes On every road. By just painting a line on the ground it will promote drivers to give us more space and I always feel safer when I am in a cycling lane compared to when I am 'in' the driving lane and cars are swerving around me.
Seperated lanes for bikes like in Paris!
designated paths for cyclists
A dedicated network of cycling paths that connect east-west-north-south (ie Wallsend, Charlestown, Kotara Mayfield to the CBD).
Cars recognising that bikes have to use road law too
Separated bike and car lanes with physical walls between the two, as they have in Sydney, Melbourne and other bike-friendly cities.
Shared paths as many places as possible.
A link cycle route from FLT Adamstown to Newcastle west
Painted bike lanes and the building of the new cycleway from shortland would change the lives of so many people, cycling up past hexham or through Minmi can be quite dangerous at times and linking Maitland and newcastle with dedicated cycleways would increase tourism and save lives!
Bike lanes to the airport
Educating drivers. People don't know how to drive around cyclists, how to respect them, how to not get angry, how to be patient, how to check blindspots.

Education on for pedestrians for the shared pathways and how to best avoid becoming a hazard to a cyclist, cars are not as much of a risk compared to a pedestrian whom you are meant to be sharing the path with.

Dedicated separated cycleways.

Probably a controversial opinion, but if you remove one lane of parking down a main road into town and build a physical separated 'super' cycleway, the people will come.

We want to increase cycling to increase the want for people to get out of their cars.. Where there is space/2 lanes in town particularly.. one whole lane could be allocated shared or bike with a divide .. I've seen it done in Sydney and Melbourne and the amount of bikes increased! One lane also means the cars have to slow down.. town should be for pedestrians.

As above, but pedestrian crossing would make the most difference to start with.

Public transport that can support cyclists to get from, an area with little or no cycling infrastructure, to points that are connected to a cycling network. E.g. buses that can transport bikes on the outside.

Building more dedicated walking/ cycling shared paths around the city.

Linking existing separate paths in the North, East, south and west

Perhaps speed humps strategically targeted at vehicles coming in perpendicular directions to ductless routes could slow down vehicular traffic to demand some driver attention to cyclists. These traffic controls could and should be aimed at cars rather than cyclists.

Cars kill people.

Slow the traffic down. Vision Zero guidelines are for maximum speeds of 30kph in high pedestrian activity areas. This is based on the physics and statistics of injuries. Why are we planning for 40kph in the rebuilt Hunter Street mall area, and in school zones? Traffic is slowed by not only lower limits, but narrower lanes, speed humps and other calming measures. "Road diets". We have to get serious about this if we really want to be a "Smart City".

More physically separated and totally separate bike paths

As above

More dedicated cycling areas.

Separate cycle paths ?

Separated cycleways from traffic

Overall: creating separate paths for cycling would be the best (as in - not sharing the road). In that way the cars are not 'bothered' and cycling is safe.

make small squares or lanes just in front of traffic where cyclists can safely stand still. Sometimes there is confusion which tends to feel people unsafe

physically separating cycle traffic from car traffic.

A dedicated cycle path along the tram way between Stuart Avenue and Worth Place, and then along the old rail corridor from there to Old Newcastle Station.

Also better interconnections to the foreshore and southern suburbs near Wickham station, and near Wheeler Place.

Educate drivers. Especially bus drivers

Street lighting.

On the majority of roads through Newcastle having distinct bike lanes.

Better bike path from City to John Hunter Hospital

Education of motorists who can't see that waiting a few seconds for a cyclist to turn a corner in front of them, or cross a narrow piece of road ends up saving them time when they find a park easier. Just join in those dots. Also, make sure there are ramps on gutters so kids can ride off the roads to school safely - or give them a bike lane.

Slow cars down and change driver attitudes to cyclists.

My children want to ride to school (from Islington, through Maryville to Tighes Hill) I can't let them ride, even under supervision due to the speed of traffic and lack of care of drivers. There will always be a place people want to go that is not served by cycle infrastructure and until drivers change their behaviour many people will be scared of riding a bike (many people at my work and in my neighbourhood cite this as the reason they don't ride to work/school)

Crack down on motorists using cycling lanes (parking, as turning lanes, used to undertake traffic); improved routes with cycling specific lanes; regular maintenance/ sweeping of current cycling lanes so that cyclists do not need to weigh up the costs of their safety versus replacing expensive cycling tyres frequently due to damage/ cuts from road debris

Creating cyclelanes next to parked cars with opening doors is putting cyclists in constant danger. I feel safer on the road but receive abuse to get into the cycle lane. I have had several accidents with car doors opening onto me.

Stopping cars parking along side of the road so the bike lane becomes the car door lane. This forces me into the left hand lane and into traffic.

Connected long bike paths that are for bikes only which do not suddenly begin and end and flow like the major roads do. As I use my bike primarily for commuting I need to get from point A to B relatively quickly and directly. This need is not at all serviced by bike routes.

For example to go from mayfield into town via the cycle route is far longer and slower and feels more dangerous as I have to stop and cross several intersections and has many kerbs and tight corners. Whereas the road is much shorter and more direct with no sudden corners or poles in the way.

More off road cycle ways and shared paths.

Additional separated paths for high-commute roadways, with proper connections to existing shared path network such as Fernleigh and Honeysuckle

Separate bike lanes, no more lane sharing with heavy vehicles

Education of motorists and physical separation

Dedicated and separated bike lanes on roads. There are many spots along Hunter and King that might be suitable. The edged section in York St in Sydney near Town Hall is a perfect example of heavy traffic and bikes.

Separated cycle ways along arterial routes with connecting routes to link them.

End of trip facilities in a central location(s) for CBD workers. My thoughts are that if more people are encouraged to ride more often it will collectively increase safety of cyclists due to the increased visibility of cyclists - particularly around the CBD.

Driver education - it often feels safer taking the lane than cycling in the (sometimes very narrow and grate-filled) cycle lane. By road bike tyres cannot navigate the grills.

Or just dedicated separate cycle paths on every main artery forming a total network would be great!

Generally, connections between the Newcastle interchange from the four compass points.

Alternatively, some negotiation with Keolis Downer so that children and older cyclists in particular can take bikes onto the trams. Prams, surfboards, etc are ok, but bikes are not

permitted. The Stockton Ferry manages to provide a great service for cyclists, who universally follow the protocol of allowing pedestrians to embark/disembark first.

More dedicated cycle paths and lanes

Invest in off road share paths for cycling and pedestrians.

Newcastle is blessed with large areas of flat terrain which are perfect for cycling. However, cycling on roads is scary and does not make bike riding an accessible option (ie kids, elderly). Public transport is only part of the solution. Prioritise cycling in the city center over cars and parking. Share pathways provide great opportunities for connection between suburbs, encourage exercise and can help to reduce traffic congestion.

Pre-covid 19 I rode my bike to work everyday. It's not only faster and cheaper but it's genuinely the best part of my day. I tell everyone who can ride to work that they should. But the main barrier I hear is that it is dangerous. And they are right. Please make more off road cycleways so that cyclists can feel safe.

Connecting inner City and high traffic routes safely

For less-confident cyclists, the provision of cycling spaces that are physically separated from motorised vehicles.

Connecting and extending all current cycle paths and create new ones

driver education and better enforcement of 1m and 1.5m separation laws.

Physically separating bike lanes from cars and trucks.

As above.. also allow bikes on the trams ..

Police awareness on bike theft and measures to prevent theft/retrieve stolen bikes  
More bike lanes on main streets like Darby and good pavement for riding.

Extension of facilities like the fernleigh, allowance of proper development in glenrock would be huge for keeping people riding in an off-road environment also  
Properly designed and maintained mountain bike facilities are much safer

Additional off road cycling facilities. Official Mtb parks and cycleways.

Serious enforcement of the meter separation between cyclists and drivers to stop drivers knowingly endangering cyclists. Advertising to educate drivers to stop the entitlement culture of cars over bikes and remove stigma of cyclists from so many drivers who think of them as obstacles not people.

Including safe cycle ways in council planning and development instead of retrofitting.

Remove roadside parking adjacent to cycle lanes. If that's too extreme at least on major arterials, ie Griffiths rd, lookout rd, anywhere connecting cycleways.

Get rid of bicycle lanes that just disappear on the road. Stewart ave as it passes king st, the lane appears out of nowhere, crosses the intersection, gets really skinny, kinks, then disappears. Better no bike lane than this monstrosity.

There needs to be more off road tracks similar to the Fernleigh track, which needs to be much wider than it currently is. The amount of pedestrians and cycling on the Fernleigh currently is dangerous. A track is required to be at least twice the width of it currently is to enable the present cycling and pedestrian number, this can be implemented with specific cycling and pedestrian lanes, all on the same track. There have been many accidents with pedestrians and cyclist, highlighting there needs to be more space/width to the track so it is more flowing and safer for everyone who travels along the track.

Continued development of separated on road bike lanes.  
The major congestion on Fernleigh track or bathers way show the massive community demand for dedicated shared paths. I don't use them on my daily commute but families love those paths and we need more of them.

More marked lanes or physically separated lanes

Clear information about how much riding a bike saves money, makes commuting and parking easier and reduces trouble for the City. Second making cycling infrastructure that separates cars and bikes so that impatient motorists don't endanger cyclists, and cyclists aren't as likely to do dumb things that outrage drivers.

Safer on-road routes, particularly around Newcastle west, honeysuckle drive and Maitland road. Also, a community education program reinforcing where designated bike routes are to drivers might help.

Off road cycle paths. Sadly I've seen driver behaviour significantly worsen as traffic congestion worsens and i see no amount of education/legislation changing that. Anything other than off road paths is a token gesture.

Keeping bikes, cars and pedestrians as separate as possible when possible

More cycle ways. More bike parking that is safe. Too many bikes are stolen in Newcastle CBD

More marked bike lanes and greater policing of cars not giving bikes adequate space.

More bike riders on the road/cycle ways, improved signage for riders and general public, public events around cycling in Newcastle.

Physically separate the bikes from the cars. In some areas, where possible, separate the bikes from the pedestrians.

Further rail-trail developments for recreation. For commuting a high profile network of off-road cycleways to each shops/work area (e.g. Beaumont St, Darby St, New Lambton, Honeysuckle, Newcastle, Merewether Beach)

Dedicated bike paths and lanes.

People parking their cars too close to corners so you cannot see if you are turning right from a side street. Conditions of the roads. - Mitchell st and Morgan St Merewether is like a patchwork quilt, has been for over 20 years. Surely money would be better spent fixing these roads. Mitchell is heavily used by bike riders, the middle of the road is OK, but if you ride in the middle the cars get frustrated, but riding down you do pick up speed and i am frightened of hitting a hole at speed and having an accident. I have written to the council numerous times - please resurface these streets as a priority. Many school kids use this and commenters alike. Truly bad from Llewellyn st through to Lingard st. Thanks

Scenic, smooth longer distant route and loops would not only satisfy locals but would bring in people from all over.

Connected off the road cycle network. Join up what already exists and add to it.

Off road or physical separation from cars, trucks and especially buses.

safe, even, and marked cycle lanes ie. Filled in green etc

Hard campaign to get people cycling like the council did in adelaide

Connection off road of network

Increased enforcement of 1/1.5m rule which is severely lacking.

Increased connectivity between current cycling facilities

The comment in the previous section is relevant here. It is highly desirable that a safer route to get to the CBD from the west and the south is found.

People walking on the shared paths need to be more aware of cyclists. You ring your bell, they curse you, you don't ring your bell they curse you. I make a nice ride into a stressful one.

See above.

Separated bike lanes and cutting traffic down certain streets into the city.

More separation from traffic on busy / arterial roads

Separate bikes from traffic, don't have marked bike lanes that are also car parking spaces.

More paths away from busy streets would get more people cycling. Followed by driver education (greatest danger to cyclists).

More Separated and off road cycle ways

Better enforcement of safe distancing between cars and cyclists and better designated cycle lanes.

more cycle lanes to separate cyclists from motorists, and hefty penalties for motorists who don't acknowledge cyclists...especially the 1m passing law!

Also happy to penalise cyclists who flaunt the road rules - such as going through red lights etc - which clearly affects motorist attitudes to all cyclists

more shared paths and cycle ways

The biggest impact is connecting up the paths we already have. I am a keen rider and will ride regardless of what you do, however, I do not ride with my family or friends. They feel too unsafe unless they are on dedicated paths and there are simply not enough dedicated paths to make up an enjoyable ride. Connect the paths we have with dedicated paths and the rate of adoption will increase significantly.

I hope that with more bike paths, more people will ride and there is a shift in driver's mentality towards bike riders. A shift away from naive hatred towards mutual respect.

Dedicated cycle lanes, physically separated from vehicle traffic.

Make connections so inexperienced or young riders have an option to get to get to key city locations such as the foreshore.

The Richmond Value Rail Trail would so great and would open up safe cycling avoiding Hexham.

Designated safe cycleways that link up and don't require "hail mary" sections

Separated cycle lines. Physical barrier between cycle lane and road. This is a game changer.

having physically separate cycle lanes and separate traffic lights

A connected route that covers all key areas in the city area - i.e. no dumping into the main road at any point. Many, many bikes on roads now, with cyclists of varying skill. Keep them safe. Also educate with better signage about bell use and walking etiquette in shared path areas - both cyclists & pedestrians.

More separated bike paths on busy routes ie city to uni or king st being obvious examples

Provision of cycling routes that are separate from cars, or where there is a physical barrier. It is not safe, and entirely discouraging, for cyclists to ride on the road alongside cars.

Put a street sweeper along the cyclelanes on roads every couple of weeks.

More dedicated cycling lanes

Unfortunately we are victims of our success in that every time a new shared path is built, peds flock to it eg bathers way, Wickham foreshore, Glendale/wallsend, fernleigh. To the extent that you cannot safely walk or cycle along these routes even after it's been built. There are so many families with kids, dogs not on leash, runners with head phones and fast cyclists that they straight away are not safe on day one on opening. And then we do not provide enough money to maintain them. We need more shared paths to take the strain of the few we have. And also maintenance.

Better connected and protected bike paths.

Separated cycleways

Signage educating pedestrians to keep left & what sharing means. Police booking pedestrians for walking & using phones

Police booking foul mouths

- Driver awareness + mentality. More enforcement from authorities for wrong doings

- Bike festival similar to Sydney's bike fest and ride the night

Educating drivers and cyclists. Drivers check your mirrors before opening car doors. Give space to cyclists- don't race to cut them off. Cyclists know how to use arm signals to let vehicles and other cyclists know where you're going. Also remind drivers that every bike they see on the road is one more free car park for them. ;)

Physically separate lanes and shared paths seamlessly connected (without going on road) In and out of the city. Also a loop across suburbs connecting the university to john hunter to kotara to waratah and back to the university. And merewether to tighs hill

Connecting cycleways better. Having more cycle specific pathways

Increase cycle ways, have them leading somewhere and no coming to an abrupt stop.

Better maintained and marked on-road bicycle lanes

Seperate bike paths. Hunter street is confusing.

Lots more separated paths. Allowing cyclists to be separate from other traffic and therefore much safer. This would encourage many more cyclists including family's.

More shared use paths that avoid interaction with traffic. Most drivers are good and considerate but there are still plenty of idiots who get upset about being held up by a bicycle for an extra 15 seconds and it's only a matter of time before that driver (or the cyclist) makes a fatal mistake. Risk of fatality on a shared use path is significantly reduced.

Dedicated trails and lanes ALL over and bike parking stations not unlike those in Europe.

More green sections on the roads and links between key cycling sections.

Bike only lanes on paths. Walkers/runners and cyclists don't mix well.

Cycle tracks run Parrell along busy roads , more off the track cycle ways and cycle ways that join mountain bike tracks

More bike only paths running parallel to main roads to distinguish cars from bikes, and bikes from pedestrians. And more bike lock stands please!

Slowing cars to a minimum of 30km/h where cycleways mix with cars and developing a web of integrated (with car/speed restrictions) back streets and side streets that connect to the cycleways to encourage all types of cyclists.

Fewer dual lanes in the city centre. Encourage people to use a park and ride option and leave the car out of the city. It would be nice to join all of current off road cycling infrastructure up with less on-road travel for cyclists. A route through town from Hamilton along King or Hunter St with less risk than there currently is from the two lanes of cars and trucks that make riding this route quite hazardous would be a good improvement too.

More separated cyclepaths or shared paths

More off road cycleways and better connections between existing cycleways

Separating bus routes and cycle ways onto different roads. Busses and construction trucks are oblivious to cyclists and cycle ways.

Teaching Drivers of Cars to respect others on the road, maintain distance and in general, to not think that people who chose not to drive cars are any less than they are!!!!

Extra width at least 1.5m cycle lane where cars are not parked allowing safer riding. Road maintenance such as sweeping of roads and making roads smoother.

Review car parking alongside bike lanes to ensure that when cars are parked they dont protrude into the bike lane which forces bikes into car lanes. Also signage to ensure cars think before they open their doors into bike lanes.

Linked safe routes that separate bikes from cars

Separate cycle and walkways if possible

More off road where possible.

Pavement resurfacing to kerb for on road paths and more regular maintenance.

Designated and physically separated cycle ways. Bike safety campaign for all ie. drivers, pedestrians, bike users

Make sure that cycle paths are ONLY used for cyclists. Not bins. Not parked caravans/trucks taking up too much space in car parking on the side of the road. Make them separate from car parking spaces on the side of the road.

Safe cycle ways on the roads that don't double as car parking.

More bike only paths and cycle ways

More bike lanes and separation from motor vehicles in heavy traffic areas

A comprehensive strategy for the entire LGA that has consistent cycleway designs which:

- Allows cyclists more space between moving and parked vehicles
- Less on street parking in mixed use, commercial zones and areas of cycling concentration
- A corresponding parking strategy that supports drivers, is affordable, sites are well located
- more bicycle bays for cyclists to lock their bikes

That cycle lanes are painted green (with a bicycle painted on it) to indicate it is a cycle lane ONLY and cars should not be in it at any stage.

Marked (painted in green) on-road cycle lanes that are not also parking spots exposing cyclists to opening doors or motorist veering left to park without checking.

Separate lanes for motor vehicle drivers and cyclists. Wider pathways for shared pathways

Better connectivity and multipurpose pedestrian overpasses. Stop starting peak time motor vehicle traffic (or anytime really) at lights for 1 or 2 cyclists is nonsensical. It frustrates motorists and only broadens the divide with cyclists. Cycling and cycleways when done effectively should decrease commute times for all commuters whether cyclists or motorists and ultimately lead to less frustration less stress, better health outcomes, better livability, increase in city amenity, increase in city value, increase in city popularity.

Connect all existing major bike thoroughfares better.. improve all the on road sections that join them.

Fixing the pot holes along Hunter St and creating a seperated bike path all the way along to Newcastle Beach.

More separated bike paths and shared paths. Riding on the road is so dangerous. Feels like taking your life into your hands each and every time. Some motorists enjoy swerving towards cyclists or yelling suddenly as they drive past to try and scare cyclists. This culture needs to be addressed. But also the physical cycling environment needs major improvement.

Safe commuting routes as well as leisure routes

Educate motor vehicle and bus drivers re distance rule  
More bike lanes

More education to drivers about distance rules giving 1.5 meters / 2 meters  
Physically separated cycle paths along high traffic corridors

Remove all bike pictures on roads

Do not use Newcastle "pushbike lanes": Do not cycle over the top of the pushbike pictures painted on the roads because they are not bike lanes (too narrow, too close to parked cars and not signposted). NSW Road Rules 153, 144, 129 & 247 advise to pushbike the safe way (usually 1.5m away from parked cars)

<http://roadsafety.transport.nsw.gov.au/campaigns/go-together/>.

Uni active travel webpages advise this also. UoN empowers all people with solutions to pushbike for transport and to find safe backstreet shortcuts. Unseen children can open car doors and push you into traffic. Also never ride where a car will try to squeeze past you too closely in the same lane, this means sometimes you need to take the whole lane. Pushbike advocates are pushing to remove these confusing, dangerous, and unethical bike pictures.

Countries that best enable cycling place the burden on motorists to prove they are not responsible in the event of an accident. These changes, if implemented here, would make the biggest difference. Without that change, the next best thing used to spend lots of money on separated lane infrastructure and ensuring that the cycling infra network is well connected. Expensive, disruptive, and does not improve motorists attitudes towards sharing road space

Having a central connection road from west to east into the city centre which would take on more bike traffic and make cyclists more visible. Apart from that there are enough quiet roads running from west to east and south to north that cyclists can take. Good enough connections from Wallsend into City, Adamstown into City,

Separated bicycle lanes that are not on the road, instead utilising other corridors through parks, behind buildings. Pity the old heavy rail corridor wasn't used, it would have been ideal.

Safer locations to cross main roads from inner suburbs towards City and beaches, such as along Hannell St and Stewart Ave.

More connections from the inner suburbs to work and recreation hubs like Newcastle, Hamilton, Merewether and Mayfield.

Hunter St upgrade (as previously noted - shared footpaths or improved road surfaces). Thanks :-)
Having a designated cycle way along the foreshore as well as well marked designated cycle lanes on the main roads where possible.
Obeying road rules, better cycle lanes connecting inner city suburbs and courtesy
Wider paths and communication about what a shared path is particularly to walkers
both connected off road for family recreation and connected dedicated on road for commuters
Incorporating marked cycling lanes of an adequate width along major roads. They don't have to be separated, just not obstructed by parked cars and don't end all of a sudden!
Lots more shared pathways/cycleways. Ability to ride on (wide) footpaths where there is no cycleway, but a busy road.
<p>Safer, dedicated cycle paths linking suburbs across the city and towards the Hunter.</p> <p>Riding a bike in Newcastle is terrifying. NEWCASTLE is ripe for a council with a planning vision. Example : Fernleigh track. Hugely successful recreational/ commuter route for all walks of life.</p>
Cycle lanes and designated bike paths into and out of city
<p>Improved connectivity between already well established bike tracks/shared tracks - and the use of segregated bike lanes on busier roads.</p> <p>The use of bike lanes does not seem to work since parked cars often block these lanes, leading to cyclists needing to enter and leave the road. This leads to frustration for drivers, anxiety for riders and tension between the two users.</p>
<p>Separated bike lanes/shared paths are obviously the safest, but the hardest to implement.</p> <p>Increased signage for motorists on busier bike routes where separated lanes are not possible.</p>
Creation of more cyclepaths and cycleways off the busy roads with safe well light parking facilities.
More accessible, clean, connected and well-lit cycleways that link all pockets of the greater Newcastle area.
Providing more joined up off road or physically distanced cycling along popular routes
<p>Creation of more shared paths</p> <p>Reduction of city car parking to encourage alternate modes of transport therefore less traffic</p> <p>Creation of more one way or closed streets to car traffic.</p>
More dedicated cycling lanes with clear demarcation to exclude motorised vehicles.
Designated, seperated cycling paths. Get bikes off the shared path, people can't walk and ride safely and Newcastle drivers are notoriously aggressive. Getting bikes their own zones makes pedestrians happier (less chance of being hit), makes cars happier (no cyclists on the road), and cyclists happier (less chance of being run over by a car).
More separate cycling infrastructure
<p>Green lanes for bikes on roads so drivers can see clearly. When Turning left from Chinchin into Hubbard st cars frequently sit in the bike lane.</p> <p>Green marked lanes on Clyde St and everywhere.</p> <p>Very clear signage which reminds car drivers to respect cyclists and cycle lanes.</p> <p>A safety campaign reminding car drivers that Newcastle is a cycle friendly city. (I live in hope).</p>

There are very few areas where serious cyclists can train safely (for theme selects and the public) and also where beginner cyclist can learn with safety and confidence.

Purpose built, off road. segregated. Please please please lets look at many European cities for our inspiration. Driver education! Cyclists have a right to exist, so many drivers in Australia display driving habits that suggest they dont believe this. Road user equality is markedly different in Europe. How much of learner driver courses emphasize basic knowledge about looking before opening doors, what bike lanes are for (ie bikes) turning left and cutting off cyclists etc? This happens in Europe.

Separation from cars and pedestrians.

Start to finish completion of cycling routes with a consistent level of safety across the network. Eg. The Hamilton North/Islington section is a disincentive to use the whole Lambton to City cycle route. It would be great to ride with the expectation that the whole journey will be safe without intermittent unsafe sections.

More connected cycleways that lead into the city and all of the beaches

Driver training

Better roads

More maintained lanes

Bicycle specific lanes

Lighting.

Clear connected routes

Upgrade/new shared paths or designated cycle paths

Separate bikes and cars would be the ideal. Look for opportunities to provide physically separated cycle ways, such as John Parade. Consider allowing cyclists on footpaths where space permits, with appropriate lane markings / signage. It works on the Fernleigh Track.

Link up all the missing bits in the cycle routes

Remove cycle lanes in the car door zones

Dedicated cycleways And shared paths that link up throughout the Local Govt area.

Segregated on road cycle ways and more expansive shared pathways

Remove cycle lane markings in the door zones of shoulder parking, or widen them to a minimum of 1.5 m.

Alternatively, turn footpaths into shared paths by permitting cycling.

Car/truck driver education and respectful sharing of the roads. Increase in off road or seperated bike lanes.

Make the on road sections safer. Educate motorists about safe behavior. Educate motorists about road rules. Build separated cycle ways, don't just paint and path on a road.

Addition of more seperated cycleways/shared paths on connections between existing cycleways/shared paths

Creating one big city loop that is specific for bike and putting more road signs for cars to know distance between bike and car.

I have had so many cars almost knock me off in Newcastle. It's the worst city I have lived in to ride my bike on.

Also information in schools teaching people the rules of bike riding and car driving when there

are bikes.

The city centre has so much potential to transform it into a cycle area!

Printing a bike symbol on a road doesn't make it safer (& could make it worse). Separated bike paths are the most effective ways to improve safety. Improving relationship between drivers & cyclists gets second vote - shared understanding.

more off road or separated connected cycleways between between centres such as the junction, beaumont street, newcastle beach and newcastle west.

Focussed compliance and education action on enforcing the rules, including unleashed dogs, dog poo, motorbikes on Fernleigh, one metre and safe driving rules

Improved & Safer Connectivity between designated cycle routes & paths

More cycle routes rather than too many shared paths

Moving marked bicycle road markings away from the parking 'door zone', into the middle of the road, such that riders and drivers alike are aware that cyclists have the right to take the lane over riding next to parked cars.

Lowering speed limits to 40.

Enforcement of cars illegally parked closed to corners.

Cycle lanes on all major roads. Or separated cycle paths that give the outer suburbs direct access to town. Would be surprising how many people would choose to ride over drive when they have a safe, fast way to commute to work

Separated cycle lanes and making pedestrian crossing also cycling crossings. Where shared cycle ways exist on pavements the surfaces could be improved and footpaths better marked. On numerous occasions when I'm cycling with my children and trying to cross at a pedestrian crossing, cars speed up and refuse to stop as I'm on a bike. They then slam on the brakes when they see my son's bike to let us cross. Including a cycling picture at pedestrian crossings would make them much safer especially for families.

Where shared pathways on footpaths exist these could be widened and upgraded especially outside schools. Newcastle High School is a good example.

Separated cycle paths just for cyclists. Separating pedestrians, cyclists and other vehicles. If you feel safe you will ride. At the moment it feels very unsafe. Cycling to and in the city should be encouraged because of parking restrictions and congestion. It is also good for physical and mental health.

More bike lanes

Educate pedestrians to keep left and keep dogs on leashes

More bicycles lanes that are regularly cleaned with a street sweeper that actually continue for a decent amount of kilometres. There are too many Bicycle lanes that are intertwined with car parking spot and are dirty with glass, or they only go for a hundred metres or so and stop.

Currently there are too many cycle ways with gaps. To encourage more people to cycle and for safety cycle ways need to well defined, sign posted and continuous.

Separated paths on roads and more shared paths. It is the lack of awareness of drivers, especially at roundabouts and in general traffic that put people at risk.

Separated bike lanes on roads. The routes are good but are often big detours which adds up even more when you're on a bike. I'd also suggest more bike-specific traffic signs, for cyclists but also for cars to increase awareness among drivers.

Making bike only lanes. Separate from cars by concrete buffers. Separate from pedestrians. I have been riding in Newcastle for 10 years. I have been knocked off my bike by a ute on Hunter st, hit by a car on Parkway Avenue and have nearly been taken out by people opening their car doors many, many times.

I now ride with my 3 year old daughter on my bike. Riding is our main form of transport. I rarely ride on the road with her as it's far too dangerous. This means we are stuck riding slowly on bumpy, narrow footpaths where pedestrians often get irritated by us.

Safe protected cycleways which connect suburbs. Allow a clear safe commute into city from suburbs. Have a look at Brisbanes veloways.

**STRONG** Laws that are **ENFORCED**, to protect cyclists. No lane sharing with parking cars areas as cyclists have to go wide to avoid car doors and cars don't understand this. More signs. More places to park bicycles.

The more traffic separation the better, even if it is just painted cycleways. Possibly some signage/education/enforcement for shared path etiquette (Fernleigh). 99% of users are respectful, but you do see some people perform unsafe overtaking to maintain speed (cutting too close to walkers and children etc).

Having more marked/ separated lanes and wider shared paths. Cycling in Newcastle is something a lot of people would love to do but don't feel safe doing so. As a way to encourage less driving, having safer cycleways would be the best step forward. Street/ pathway lighting also needs improving for people walking/ cycling past 5pm

No cars in the CBD :)

Wider cycle lanes (so people don't 'take you out' when they open their car doors)

More off-road cycle ways

Better signposting of cycleways on the quieter streets

Providing sign maps of cycle routes at key points

Separated cycle lanes and more shared paths. Especially riding on busy roads or in the CBD, drivers get stuck behind you and end up yelling and swearing at you or almost killing you as they speed past.

Also, making it legal for all ages to ride slowly on footpaths if it is safe to do so.

More bike stands.

Physically divided cycle ways.

Behavioural change in drivers - to be more courteous

Promoting active transport like cycling as a preferred form of transport - helps reduce pollution, traffic and the parking problem.

Specific to bike Paths, through multiple suburbs, that link up. Bike lanes are a mildly safe option. Best to have purpose build bike roads. It's the future and getting this right in stages will make this city lead in being green and enable a more healthy population. This is currently one of the most disappointing parts of this city's design.

Separated bike lanes ... NOT shared cycle ways. Do not run a cycle lane beside parked cars.

More signage around town advising cars to share the road.

Cars and trucks are the biggest danger to cyclists and a 50km/h or less speed zone is useless if vehicles exceed this or infringe on the space of cyclists.

Separated cycling infrastructure is the best option, but at the very least physical traffic calming measures put in place along designated cycle routes.

Basically anything that slows cars down around cyclists or ensures that distance is kept between them.

Separate cycle and car lanes, car doors are always a problem. Policing the metre matters rule by prosecuting car drivers who deliberately drive too close to cyclists. City CCTV could be used? Improving relationships between car drivers and cyclists, maybe a clever campaign to make cyclists revered like in Europe. Recognising how beneficial cycling is for health, commuting and saving money.

More shared connected paths or using separated paths on the road. Can't trust the drivers, our neighbor was hit a year ago, and we have had several aggressive drivers put us at risk.

Off road and shared paths

Areas of Newcastle and Lake Macquarie becoming car free or low speed zones and cyclists and pedestrians prioritised

Dedicate a lane of multilane roads to bikes with isolation kerbs Bourke St Sydney

1. Education for drivers - most don't seem to appreciate the decision-making cyclists do to avoid accidents and keep traffic flowing.

2. Genuine cycling lanes/ways which consider the particular hazards to cyclist that influence their decision making. I'm sure there are lots of studies/experts to advise but my observations are:

a. Stopping and starting is slower and awkward for a cyclist (no surprise) - bikes in a lane really slows traffic flow.

b. Cyclists aren't very visible and know it - cycling routes which require multiple lane changes, roundabouts or place a cyclist in a blind spot (the squeezed in "cycle lane" on King St) are avoided.

c. Shared paths with pedestrians puts unrealistic responsibilities on a cyclist - what motorist negotiates children/dogs/leisure strollers on a work commute?

d. Motorists have clearly marked, continuous routes. Some of the cycle routes in Newcastle just stop unexpectedly. (Harbour near the ferry, eastern end of Hunter St.) Where does a cyclist go?

A multi-faceted action which includes 1. Implementing a network of bicycle only pathways (mainly in the inner city), 2. Educating the public on bicycle safety, 3. Put in addition bicycle infrastructure such as bicycle traffic lights and covered bicycle locking stations, 4. Place incentives for people to use bicycles (i.e. higher rates for parking cars, subsidy for food or drinks when people ride their bikes to work etc.).

Having more cycleways, separate bike lanes or at least marked bike lanes, especially on busy roads, or providing alternatives to busy roads. I and friends have had multiple accidents or near accidents due to careless drivers and the lack of space on roads to cycle on. Having designated spaces for cyclists gives drivers a physical boundary to which to adhere to. Cycling is my and many others' only mode of transport, and safer riding would help (save) us in our daily commutes and also encourage many others to ride, who are currently frightened by the prospect of riding near cars. Making Newcastle cycle-friendlier is so beneficial to both the community and the planet. Also, I have had an instance where I was almost fined by the police for riding on the pavement, because I felt too unsafe on the road for lack of space - the only reason I wasn't fined was because I made a fuss about it and I happened to have a cop with a bit of compassion.

## What did you collide with? - other

Unlicensed driver turned across in front of me while I was riding in a bus lane. Nearly killed me.

Car door

Workman with wheelbarrow

Car door opened in my path on Honeysuckle Drive

And a dog

Crossing tram line. Electric rental bike.

On shared pathway Honeysuckle precinct, small child unsupervised by parents, allowed to run across in front of me. I braked hard to avoid child (which I managed to do) fell to pavement & broke wrist.

I have been hit by 2 cars. Both motorists fault.

Ran into the end of the concrete block that separates the bike lane from the road, on bridge over railway.

Came down on Honeysuckle citybound right hander in front of The Dckyard when wet. its a notourious corner and very slippery

car pulled out and didn't look as I was going along the road, the car pulled out of at intersection not looking

I was cycling on the Fernleigh, there were two pedestrians side by side walking a dog, a jogger went to overtake the walkers, the dog moved in front of the jogger who jumped in front of me, I hit him.

Uneven pavement on bike lane

Note: this was a near miss. When a motorist opened their door into a cycle lane.

Skateboarder

At the honey suckle construction

Child on bicycle

A child ran into my path whilst I was cycling

Smashed shoulder on ground.

Riding along past stadium car coming out of hockey field car park.

There is minimal room to cross the bridge with the cars or the pedestrians

Fell off myself due to heavy traffic trying to navigate around the cars.

Child ran out

Slipped on geeen cycle lane when wet. They are very slippery an dangerous

I didn't collide with anything, a motor vehicle hit me

Foreshore cycle path Newcastle to Nobbys goes against the direction of car traffic. Frustrated drivers looking for rare carparks stop to wait. Following cars overtake. I was run off road by one.

Cyclist monowheeling through Queens Wharf

tram lines

The pedestrians wouldn't move after I hit my bell and something happened as I tried to go around and down I went onto the cycleway.

Hit by cycle while walking
Fell off, cut arm and head, broken glasses and helmet due to uneven footpath near Bar Beach
Debris on the shared pathway
Fell on the tram track
Light rail tracks
Driver ran a stop sign near the bridge on Scholey Street
A car forced me to the edge of a roundabout where there was a large amount of gravel, the wheels lost grip even though I was going slowly and I fell. It took three months of rehab to ride again
Bike slipped out from under me.
I was a pedestrian and was hit by a cyclist on the shared path in the leash free area. I was also assaulted by an irate cyclist on the shared path in front of Linwood village Maryville.
Some close call with pedestrians
Hit deep pothole on Gardengrove Pde which caused me to fall off
Gravel roundabout on road, slipped on it onto road
Motocross
People bike and dogs.
It was not quite a collision. I managed to jam on the brakes at the last second but catapulted forward and damaged my knee.
Riding with another rider and as road narrowed since only narrow bike lane, the edge of road broken, rider fell into me and I fell into middle of highway into traffic. Lucky not killed.
Unsafe roadworks
Drive way height outside Adamstown station extremely high causing my wheel to twist when going over it at an angle causing accident and have witnessed other riders having issues there too
I have been hit in London by a Car whilst on my morning commute. However I still feel safer cycling in London than in Newcastle and the population is far greater in London.
A car collided with myself I was not at fault.
Uneven road surface / pothole
I was "doored" by a motorist who had pulled up well before but was having a phone conversation before opening the car door. I had a car attempting to overtake at the time forcing me close alongside
Tram tracks
Thanks just one. And if you include what would have been bad if I wasn't expecting the driver to be silly it would be every ride
I haven't actually hit anything but have had near misses where I have had to brake suddenly because of a car cutting me off or moving into a cycle lane.
Temporary erected fence at Breakwall entrance.
Self inflicted riding up a boat ramp
Hit from behind in Dumaresq street by vehicle. I was in the poorly marked cycle lane. My vertebra was broken

fell while trying to cross the tram tracks
Pedestrian was a short little man dressed in a furry outfit. So he may qualify as a squirrel. I will live this one up to the experts.
Gutter between cycle way and pathway.
I was hit by a car door opening whilst riding in a shared bicycle lane and parking lane.
I have seen many near misses
The car hit me at the Adamstown Train crossing
The railway line that goes across the road to the coal place
Collided with car on a street with a designated bike lane .
Have collided and been pushed off bike on a shared pathway
In glen rock
could have gone really badly
Rock drop off
Taken out by the Tram tracks

### Where did the collision take place? - other

Traffic light crossing on Northcott Drive
Scott St nr Station
Fernleigh track, back street, park share paths and congested intersections.
Concrete segregation is about 3/4 of the way across the bike lane.
Rang bell but people didn't move and had to avoid, people 4 wide in a narrow charred path, laughed out loud
Pedestrian crossing
Honeysuckle Drive cycle lane.
Green painted lane
On the New England highway when I was rodeoing in the lane narked with a cycle logo
Foreshore cycle path Newcastle to Nobbys goes against the direction of car traffic. Frustrated drivers looking for rare carparks stop to wait. Following cars overtake. I was run off road by one.
In cycle lane, clipped by car which was dodging something on the road
A no access area for cyclists where they should go around the Queens Wharf area.
On slippert old railway tracks on harbourside track.
Car exiting driveway onto road
Tooke and Union intersection. Turning vehicle cutting marked cycle way and neither cyclist or driver noted the other.
NEWCASTLE light rail.
I have had several incidents at roundabouts, particularly the roundabout at Dumaresq Street and Beaumont Street.

The driver could not 'see' me. She was focusing 100 meters ahead, despite slowing down.
Drive way
The Driver T-Boned me as she pulled into the petrol station as I was in the cycle lane.
Parry st
Beach ramp at Stockton Sailing Club
[REDACTED]
AS above
I was cycling on the shared pathway outside NIB on my cargo bike and with my son on his bike. I rang my bell and politely said excuse me but NIB staff wouldn't move. I tipped my bike.
King st car park at little beach Stockton. The cycle way finishes on a downhill gravel road. Many bike accidents occur here.
MTB trail
Tram tracks

### What was the primary cause of the collision? - other

Police said this is the drivers second time being caught while having a suspended license and will go to prison this time.
Motorist did not give me enough space, clipped me with the side of their car as they drove past
The path had a sharp drop off to the ground surrounding and my tire got stuck.
I was hit by a car backing out from a driveway.
Construction working walking against traffic with wheelbarrow
Poor bike space
Inexperienced rider
Motorist turning right when they shouldn't have been
No room for cyclist on road. Descending Scenic Drive Merewether
See council claim IN2018/01134 for full details.
Concrete block is there to provide segregation but increases risk rather than reduces.
Car ran a red light as I was crossing at the road. Car driver was deliberately braking road rules
Driver deliberately overtook me on the inside on a roundabout where there was insufficient room
Confusion at lights. The lights on Maryland Dr and Minmi Rd needs arrows. Driver was too busy looking to see if there were no cars and didn't look for pedestrians on the crossing
Driver refused to close his parked car door. Done on purpose.
car door opening - motorist inattention.
Many many many close calls as well
The child escaped the attention of the parent who was sitting close to the water

Poorly surfaced vdrain at road exit, slipped on crossing.
Heavy traffic
Other bike rider flying past pedestrians and no consideration for all ppl sharing the space
Deliberate action by driver of car.
Newcastle -Nobbys Pathway is a death trap. I have witnesses multiple cyclist car issues
Young child made a u turn without looking as i was overtaking
Unsupervised three year old on Fernleigh track
Bushes obscured vision of both car driver and cyclist at the junction of the carpark and path
Small truck squeezed at entrance to rounabout where the lane narrows on the entrance.
Off leash dog being walked by owner
Irresponsible riding by cyclist
Cyclist who was in a pack and not prepared to slow down when there were several walkers on path
Magpie attacked me causing me to lose balance
Kid ran out
Goat tethered grazing on Islington cycleway. Dogs on leashes also a major hazard if guided by children.
Parked cars opening door with out looking
Motorist changed lanes without looking carefully enough and hit me.
My partner was hit by a restaurant back door at queen's wharf, she suffered concussion for a week. The door had no sighting window ans there was no other safe option to ride in this area
Car drove into me intentionally at traffic lights, while i was balancing.
Oil slick on the road.
large build up on gravel on round a bout
Car ran the red light while I was crossing the road & hit me. Did not stop to see if I was ok
I have had several incidents, including being hit by a car door
The collision was between my 7yr child and a man who didn't move when she rang her bell. He stood his ground & didn't check to see who it was on the bike. People need to understand bells are a warning
tram line visibility at night /inexperience with tram lines
Lighting and people walking 3 wide taking up the path
Proximity of zebra crossing and tooke st turn. But also in attention of both driver and cyclist.
cars parked in shared cycle way on busy part of Chinchin Street meant I had to go close to the lane marker and car drving by was not aware of me.
Motorists confusion with line marking and Traffic congestion
No bike path, had to share road with car and road not wide enough for car to provide safe distance
but I couldn't tell you how many times I've nearly been struck - car doors or vehicles
Menacing Driver intentional collision
Poor lighting
The car failed to give way

Intentional actions by the driver who left the seen
I was struck by passing Car mirror so they were traveling too close
Lack of an adequate bike lanes forcing me onto the path leading to me colliding with a motorist pulling out of their driveway from an apartment complex. (In front of Marter Hospital heading east.)
A car was pulling out of a driveway that crosses the shared pathway on the northern side of Donald St, Hamilton. The car pulled out of the driveway quickly in front of me on the shared pathway
Driver overtook too close
Racing to get ahead of me to then stop and turn left
Parry st. I was in the bike lane and the drive decided to make a left turn into number 2 sports ground and pulled right in front of me
Vehicle/motorist entered roundabout at high speed failing to give way to cyclist
impatient motorist trying to push past me while approaching roundabout...and then almost running into the back of me while going around roundabout...followed by her pulling alongside me and abusing me
Dog off leash
Errected fence made pathway to the norther breakwall too narrow.
Dog off leash ran into my bike
Too high a gear.
A dog owner through a ball Infront of my bike so a dog off leash could fetch it....but the dog ran into my bike. The dog owner said it wasn't his dog just a stray. It caused injury and damage
Roundabout was installed in an intersection that was too small to accommodate such a traffic management device. The driver could not see me, and I could not see the driver.
Intentional dangerous driving of motorist. Actively reverse in to me aftee cutting me off in roundabout. Screamed he was going to "break my neck" as he reversed at me.
Furries best look both ways before pullin' out while this man is ridin' dirty.
Intentionally run off road by car
NIB staff walk 6-8 abreast. If you go painfully slowly on a cargo bike it is easy to tip it with the weight.
Motorist failed to stop before crossing footpath.
little kid ran out in front of me in front of scratchlys on the harbor.
Bike skidded on the train track
Not sure each incident has been unintentional
A person opened their car door ahead of me whilst I was riding on the road and I ran into it as I didn't have time to stop.
Blind corner and my speed
Wrong direction on trail
Motorist texting & no lighting on roundabout.

### What factors would encourage you to ride more? - other

Coming from a walker perspective bike riders need to be conscious of their impact on walkers. Bike riders are the 'cars' on shared paths.

Not applicable in my semi-disabled state

Somewhere at work with privacy to store and use a complete changes of clothes, toiletries, hair dryer, makeup. Showering in a shared change room & doing hair/face on a pedestal basin starts day badly

More cycle ways without the risk of cars

Bike riders take no notice of road rules so what is the point

Bike lanes that avoids dangerous Carnley Ave, eg through blackbutt

None. Walking is a safer and healthier alternative to all forms of transportation.

More considerate, courteous behavior by push bike riders.

### Please include any additional comments you have regarding cycling in Newcastle.

Shared bike areas are cruel jokes to the less mobile, less agile, the old, the very young, those who wish to stroll and chat

There is a particular spot where Donald St meets Gordon Ave and Selma St, where cyclists merge into the left lane with cars. I see this when I'm driving into the city for work (and I assume the cyclists are also going to work). It's tough because there are usually cars parked in the far left lane, and there's no safe place for the cyclists to be. This intersection also has a sharp corner when heading in the direction of the CBD, so I will slow down just in case there's a cyclist ahead, but I can imagine it would be a worrying spot for cyclists, too.

there are significant areas where footpaths are unpassable.....and cannot be used by pedestrians let alone bicyclists....the access across the big roundabouts to newcastle university is a joke....cyclists and pedestrians are at real risk from traffic and the entrance to footways under the roundabouts is invisible....It is impossible to walk into Newcastle from Wallsend because of dangerous footpaths....cyclists sharing paths are aggressive and abusive ... they do not sound bells and ride past from behind.. I have been hit twice and scared too many times to mention....

Although have not seen too many reports of cyclists getting hit by cars, that is my greatest fear

It seems to me that many cyclists want to ride on the footpaths and on the road regardless of other users. I am puzzled that cyclists demand to ride down Hunter Street to get to the east end when there is a perfectly good cycle way alongside the harbour, fear dinkum!

1. Newcastle City cyclists rely on shared paths - many are not wide enough for dual purpose. May cycle on the path down Hunter St, through the mall. Some places are not appropriate and cyclists should disembark.

2 Cyclists expect pedestrians who ring their bell to move. I don't think this is appropriate given the constant stream of cyclists, cyclists can often just go around the pedestrian (off path).

3. Bells should be a free initiative. Perhaps a Child's ring tone could differ from an adults.

4. Please do not promote more cyclists WITHOUT on road cycle infrastructure.  
5. Does your strategy include bike like devices like electric bikes, electric skateboards, electric scooters (not mobility)

Where can we cycle in inner city safety????? The light rail takes up most of the spaces that could have been bicycle lanes. And the foreshore shared paths are not large enough for bikes and walkers.

More police or council presence on shared paths also in cycle dismount areas near queens wharf that are totally ignored by most riders.

More dedicated cycle only paths or on road to keep speeding cyclists off pedestrian footpaths

Wickham has terrible uneven footpaths. It would be great if there were more bike paths and wide shared paths around town as Newcastle drivers are psycho. I have no idea if there are enough bike racks around town to chain bikes up to, but that doesn't matter as long as you don't get booked for chaining bikes up to street signs and light poles.

I often find the super serious cyclists go too fast on the shared pathway and aren't always courteous to pedestrians or slower riders. I worry about safety.

Shared bike paths with pedestrians are not a good idea. Cyclists are riding as commuters and endanger pedestrians. Commuter cyclists and people training for events should remain separate to pedestrians and there should be a 10km speed limit where they share.

My experience from walking to work and leisure running shared pathways are not safe particularly for walkers. Bikes ride too fast and ride close to walkers. Bike riders require their own laneways even if it is next to the walkway. It is important there is a focus of safety for both modes of activities. There is aggression between bike riders and walkers. For their own safety walkers are choosing to walk near roads to avoid conflict. I acknowledge bikes are a great mode of transport but to ensure safety of walkers both require their own lanes. There is an HD and then attitude in the community.

If there were more physically separate or off road bike paths I would use them much more and not drive. I think it's important to also separate bike and pedestrian paths for safety of people and pets who may be using the paths

Bike lanes are disjointed and there are few bike lanes that are physically separate from traffic. A great deal of the bike lanes are on busy roads with no protection

just generally needs an upgrade in some areas.

Cycleways need to be a direct route. Put something adjacent to the train lines.

Bike paths need to be separate from traffic so that more people ride bikes. The attitudes towards riders by drivers is not positive enough or attentive enough for safe pushbike riding for adults let alone children. Separated bike paths like they have in Denmark would really encourage greater use of bikes especially in the Newcastle CBD and would not require modification on roads just footpaths.

In your Facebook announcement of this survey you say there is a "perception" that cycling is unsafe. Well, no, it is real. I come from heavy industry and safety means you try as far as possible to separate machinery from humans. Cars/trucks/buses which all weigh over 1 tonne each will kill humans whose only protection is a bicycle and a helmet! If I said I was going to walk ON THE ROAD from Wallsend into Nobbys, people would say I was crazy. But, I can do the same on a bike! It is

inherently unsafe to ride on any roadway, and a painted line offers no protection at all.  
Constructive comment: revisit all onroad cycle routes and consider installing concrete barriers.

There are problems with shared pathways.

So many near accidents.

Dangerous for young children.

Bike riders need pathways to themselves so they can ride at a greater speed. This will encourage bike riding as a popular form of transport and lessen the amount of cars in the city.

I think there are two issues here, recreational bike riding and bike riding as a form of regular transport.

Cycling needs to be looked at in conjunction with micro mobility and walking.

Both hubby and I would cycle to work if there were dedicated off road paths. It's just too risky to be on the road. Newcastle drivers HATE cyclists.

I provide strong encouragement re Bike-riding to my grandchildren!

I would absolutely cycle more if I felt safer doing so. I've loved cycling during the pandemic when traffic has been minimal.

I regularly (pre covid19) used The Throsby Creek cycleway and was regularly startled by bikes coming up behind me without ringing their bells. Sometimes as they zoomed past me I nearly lost my balance. It has made me hesitant to walk along there and it's a walk I enjoy because it's surface is so even and the scenery lovely.

No, but on another matter the City is starved for parking AND there is insufficient kerb parking. I get clothes made at Rundles and there is no way I can park close nor can a cab drop or collect me from their door. Rundles suggested catching the tram. You might be interested to know there were 9 other people on board and I was the only one tapped off at the opal machine. The others just walked off so I guess they didn't pay

It should be mandatory for all cycles to be fitted with a bell or other warning device and for the cyclists to use it to warn pedestrians of their approach.

Bikes, cars and pedestrians are all different and none should share the same road/path. Just dangerous. Trams are a v. High risk.

And given our climate there aren't too many months you would want to cycle. Too hot in spring, summer and too wet and cold in winter.

why don't cyclists have the same penalties as motorist for breaking road rules?

I HAVE NO PROBLEM WITH CYCLING HOWEVER, I DO NOT LIKE BEING ALMOST RUN OVER BY CYCLISTS WHEN I AM OUT WALKING. AS A DRIVER I FEEL CYCLISTS ARE UNSAFE ON THE ROADS SO I BELIEVE THERE IS A NEED TO HAVE SEPARATE CYCLE WAYS FOR EVERYONES SAFETY.

In relation to your question on footpaths, I have answered that I am satisfied with the footpaths in my area - Waratah, BUT they are not suitable for bike riders as they are too narrow, as are a lot of streets in this area.

Unfortunately there are many bike riders, particularly in the Newcastle CBD who think they own the roads, footpaths, and even the "shared footpaths". They have no consideration for any road rules or any pedestrians using these.

I feel that until ALL bike riders are licenced, pay registration and insurance, then they should not receive any special consideration. At least then their manners may improve!!

What is needed is proper schooling for ALL bike users - just like the Police visits that were regular

happenings when I went to school and until ALL bike riders have at least completed a competency and manners course, then I do not feel they need any consideration at all.

Cyclists need to decide if they are drivers or pedestrians and then follow the rules relating to whether they are on the road or a shared path.

Most bike riders I have seen, do not follow road rules, and do not help the driver stay the appropriate distance from them. They weave in and out of traffic, do not stop at stop signs nor slow down at give way signs.

On shared paths, they do not go slow (even moderately), do not signal if they come from behind, do not stay 1.5 metres from pedestrians, and generally believe that they can go where ever they want weaving in and out of walkers.

One morning walking along the harbour I counted 22 cyclists, 2 of them indicated they were passing!. I know apparently by law they do not have to, but general courtesy and safety would be appreciated. In the current restrictions, I have taken to walking on the road or the cycleways to avoid bike riders as they make no effort at all to maintain any distance (it should be more than 1.5m according to medical ad

Yes get rid of the bikes in the city area.

Cyclists using shared foot paths have absolutely no consideration for pedestrians and it is only a question of time before someone is seriously injured,-- A number of cyclists use the shared footpaths as race tracks with no warning provided when approaching pedestrians.

I once road my bicycle daily to either the train station for uni or to work. Following being run off the road by a driver who crossed into a "bike lane" and multiple incidents of drivers opening their doors without looking, I've stopped riding. This has been incredibly detrimental to my health. I would begin riding again if there were better connected cycleways, and a separation of bike lanes from the road/more shared pedestrian pathways.

When the light rail was put in there was supposed to be a cycle way put in which did not happen. A friend was run over by a juggernaut whilst stopped at a corner, and there was no preventative measures taken to prevent such a disaster. Newcastle CBD streets are too narrow for such large trucks at development sites.

The city is development mad and not catering enough green spaces.. for the general public, At least two people have been killed in the CBD,

My partner and I own a business in town and he rides his bike all the time as he does not drive but as he fell when crossing the rail track is very loathe to ride to work.

Making money surmounts the community good,  
Shame shame shame

as I do not ride I can add to the cycling part of this answer but as a driver I wish Riders would use cycle ways but under stand that some cycle ways don't take people where they need to go, and also some cyclist think they can ride wherever they wan't to and put both them and me in danger.

All cyclists shoud have a bell and be made to use it when approaching pedestrians from behind. When walking I hate cyclists sneaking up from behind, very unsafe!

WalkIng along Fernleigh track is very dangerous with the speed of cyclists. Even can be dangerous in Lambton Park Carrington and Islington when the paths are shared. I walk with a friend everyday and this can be not relaxing when we are constantly in a state of anticipation about the speed of the cyclists around us.

Verges are not well kept /mown

Have 3 others who cycle regularly in the house. Punctures, poor behaviour by motorists seem to be regular occurrences. Cycle lanes are narrow often disappearing and never swept so full of detritus.

Perhaps preference could be given to cyclists and pedestrians for a change

Now that we have started riding and walking more ( covid period) we will definitely keep it up

Kids love it and we keep fit walking beside them

I do think it's a challenge to fit a family size amount of bikes in a Ute / car for most people

And safe bike paths are too far from mayfield where we live , and a lot of other families too

We use the Carrington Maryville path, it's lovely but need to drive there and back

Make bike riders follow the road rules instead of doing what they want, I have seen cycle ways ignored by bike riders who will use a narrow road instead of using their cycle ways causing maham on the roads and causing driver aggression and concern

More connections from outer suburbs to inner Newcastle would be good

No thank you.

There should be education on road rules for cyclists. I don't think that most cyclists obey them.

No

Yes. I would love to see more shared footpaths between cyclists and walkers. I'd also like to see more education of riders on sharing these paths. If you've ever walked any of the the Fernleigh track you'll know that cyclist race through there like they own the path!

I'd also like to see, not just more shared tracks but greater connectivity between paths or tracks.

I'd love to get a bike again but at the moment don't feel safe under the existing conditions. I could drive to say islington park and then ride but that kinda defeats the purpose I feel.

The combination of cyclists and pedestrians, including mothers pushing strollers with perhaps additional kiddies to supervise, dogs on leads, elderly pedestrians and mobility scooter users, etc. on shared pathways has highly potential safety risk factors. Whilst the majority of cyclists using shared pathways are courteous and polite, there remains a significant amount that are not. This is a concern. I don't see shared pathways going away, so a comprehensive and thorough education campaign addressing cyclists behaviour would be invaluable.

I walk along the Fernleigh track regularly and the cyclists on the track are so rude!!! It is a shared path and I stick to the left yet often I'm almost knocked off and recieve no warning from passing cyclists. As well, they seem to often travel together and don't form a single line to pass people, they also weave through people and don't slow down when approaching people. Their behaviour is so appalling every time I walk there that I've actually started avoiding the fernliegh and it's one of my favourite tracks in Newcastle.

keep cyclists off FOOTpaths. Cyclists are mostly selfish and do not adhere to the rules. There does not seem to be any Policing to stop adults cycling on FOOTpaths. Will it take a collision with a PAEDESTRIAN before policing is enforced. Once an elderly person is hit by a cyclist their life will never be the same. I regularly see cyclists riding on FOOTpaths in lieu of the designated cycle lane they are afforded especially in the Honeysuckle region. All cyclists should be registered and have rego numbers attached to their bikes. Rego fees will help to pay for the spaces and roads they require. It seems to to me that paedestrians now have to take a risk to safely walk on public FOOTpaths without having to move suddenly when a cyclist comes right up by behind them and suddenly ring their bike bell even though they are illegally riding on a public FOOTpath. Recently I

rang NCC too see why there are no Council Rangers policing this problem but t was told it was a Police

There needs to be a concerted effort to increase the amount of off-road cycling (including share paths) to make cycling an acceptable alternative to driving, especially for families with children.

Cyclists should not be allowed on footpaths eg bathers way. They come flying down hills and go very close to people walking on footpaths

I think it should be mandatory that ALL bike riders have to wear flouro vests.

I walk on Fernleigh track and it is a dangerous spot for pedestrians with the speed the cyclist speed past us. Some ring their bell to alert you they are passing but a lot dont . The speed of some of them is amazing and very dangerous. For the family with bikes are ok, they go at a reasonable speed but there are some people I am sure are entering a race and are practicing. They get very angry if you dont give them loads of room to pass. They are going that fast you dont have time to move over, and when I say move over, I am talking having to walk single file on the one side of the path. No body walks on the opposite side. They need their own path away from pedestrians

There shld be no shared paths for bikes with pedestrians ,bikers are too self entitled

I used to cycle mostly for exercise but after moving from Adamstown (away from the fernleigh track) I have struggled to find many places that I have safe and easy access to. It would be nice to have some additional cycle paths available, especially family friendly.

I run 3-4 times a week on the shared path along Throsby Creek. There are a couple of packs of cyclists who use this path. They take up both sides of the path and reluctantly move over to one side of the path, if at all, as they are caught up in their conversations. I've learn to move out their way or jump off the path altogether so I won't be hit. They often expect pedestrians to move out of their way. Some use their bell for this purpose as they weave their way between mums with prams.

The irony of course is that many car drivers treat cyclists like this. There is a bike path on only one side of the road, on my way to work. So cyclists heading to the city have to share the road so they can make the left turn. Cars expect them to move out of the way because they slow them down. This can get hairy.

I regularly see cyclists not wearing helmets and before COVID I would regularly drive at night and often had to avoid cyclists riding without lights.

Why do cyclists get the same road right as cars on the road?

High visibility attire should be mandatory.

If cyclists can't keep up with the speed limit (ie 60km) they should not be integrated with road traffic.

Fernleigh Track is too dangerous for walking. Total disregard for anyone's safety by riders who seem to feel it was established just for them.

Regularly walking along and around Throsby creek in Carrington and Maryville I am confronted by aggressive and excessively fast cyclists who do not ring their bells or own a bell or indicate that they are coming up behind us or passing. Their excessive speed is dangerous, particularly on small pathways. When confronted about their lack of respect for pedestrians they are aggressive. Maybe think about how cyclists should act and be restricted to appropriate behaviour on shared paths. They choose not to ride on roads because apparently drivers are aggressive, so why do they show

the same behaviour on footpaths and shared paths? Please consider speed limits, speed humps or deterrents, or having police monitor problem spots.

Good to have shared paths, BUT cyclists need to respect walkers. They ride too fast, don't use their bell & take most of the path. They should be policed.

I am 62 years old and like to walk. But now I seldom do this. This is in large part because of cyclists on shared walking tracks. I have been hit by a cyclist on Fernleigh track and had several near misses. I am not anti cyclists, some of my friends are keen cyclists. But don't forget walkers. I also find not all drivers AND not all cyclists are courteous on the road. And it is almost impossible in some situations to give the required space to cyclists on the road, especially when they ride in groups. Separate walkers and drivers and cyclists wherever possible.

Shared pathways in any area are of GREAT concern to me. I find the majority of cyclists are EXTREMELY INCONSIDERATE to pedestrians. They do NOT follow the rules and ride SLOWLY, which is the instruction written on council noticeboards. Many ride as fast as possible, ring their bell (or often do not bother) and expect pedestrians to jump out of their way. I have experienced and witnessed numerous near misses and a few accidents.

It would be wonderful if pathways could be for pedestrians only or if this is not possible, then only bike riders who are prepared to ride at walking pace. Otherwise, they should be prepared to ride on the road! Their reason for not riding on the road is often that they do not want to be injured, but they ride in full gear and come flying at people often chatting and enjoying the scenery. They simply do NOT care about the danger they pose to other people!

Pedestrians have rights, so I would like to see separate pathways for pedestrians ONLY!

Educate bike riders

## WHAT IS THE MAIN REASON THAT YOU DO NOT CURRENTLY RIDE ON A REGULAR BASIS? - OTHER

Wasnt sure if i was allowed to use the glenrock trails

I have only this year become ireally nterested in cycling.

ALSO - there is no safe route to where I want to go.

I broke my hand.

Bike was in storage

Too many other people cycling on too few locations to cycle.

Newcastle is too hilly.

No appropriate bike storage at destination

Walking is easier in my area

Shared pathways and cycleways are to busy

I already cycle as much as I can

Don't feel it's safe enough for my kids

I feel safe but wouldn't ride with kids

Foreshore has pedestrians, dogs and cyclists (many at speed). Walking feels unsafe. Cycling is unpleasant because of the pedestrians. I have use shared cycle paths in Canberra and they are also bad.

My bike needs a good service - once this is done I plan on riding more

I prefer to walk, and use the bicycle paths for that
DoNot feel safe without designated bike lanes
Work precluded social cycling. Isolation facilities exercise.
And safety
The helmet law saw me find other means of transport, coming from overseas I rode everywhere, my first few months in Australia I rode everywhere until someone explained I needed a helmet.
I live at Raymond Terrace. Occasionally ride into town but don't feel safe doing so.
I prefer to roller skate.
I roller skate instead - I would skate more if there were more smooth surfaces to skate on
Working from home.
Happy to walk as well
Running is easier, safer, and local.
Lack of joined up routes
My main form of exercise has been walking with a friend or family member for some social interaction
Lack of flexible routing (see next response)
I used to ride daily from Maryville into the city however had a near accident where the path is closed around the construction site and no longer feel safe riding there