



Mayfield Precinct Cycleways Feasibility Study – Summary of Community Engagement

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Executive summary

Community engagement was conducted to provide input to CN's investigation and planning of cycleways in Mayfield and surrounding areas. Residents, students, visitors and stakeholders were invited to participate in an online survey, provide feedback using an interactive map and make written submissions.

The engagement period was open from 9 September to 4 October, 2021, with 921 participating in the online survey, 419 pins added to the interactive map and 7 written submissions received.

Key findings

Safety

Safety was a dominant topic raised by respondents, with discussions around how people will only use cycle paths if they feel safe on them, especially if they are less experienced and/or traveling with children.

This is further supported by the finding that among non-cyclists, the two most common reasons for not cycling in Newcastle related to safety: feeling that there are no safe routes to where they would want to cycle to, and generally not feeling safe when riding.

The desire for cycle paths to be separated with a physical barrier from the road/traffic was frequently mentioned, especially on roads that are narrow and/or have high volumes of traffic on them. Comments were also made on the need for cyclists to be protected from car doors opening, both to prevent injury from the doors themselves but also to prevent cyclists being pushed into traffic.

Key safety measures

- Paths separated from the road/traffic
- Large enough distance from parked vehicles/car doors
- Wide enough for one cyclist to pass another/pass a pedestrian

Preferences and considerations

Key preferences and considerations respondents discussed that they would like reviewed and implemented for cycleways included:

- Ensure path surfaces are of high quality, with no potholes, and have good transitions and gutters across different road surfaces and levels.
- Clear signage on both paths and roads, identifying who has right of way.
- Safe crossings for cyclists at intersections, reducing the number of times cyclists are required to dismount when traveling.

- Provide a mix of cycle path types, with some on quieter back roads and others on more direct main roads, acknowledging the different ages and experience of riders that utilise cycle paths.
- Ensure that cycle paths are connected, with a large network across the city rather than multiple independent/segregated paths.

Route locations

Routes 27, 24b, 23, 10 and 14 received the highest net agreement from respondents in support of their construction. All 34 routes are discussed in detail in section 4.2.

Below is a summary of three areas respondents indicated high preferences for access to via cycle paths:

Maitland Road: A cycle path along Maitland Road is highly desired, due to its direct path through Mayfield towards Newcastle CBD and the key services and facilities that it passes.

This was further reflected in the Social Pinpoint results, where two of the top four routes (in terms of net agreement identified by respondents) travelled directly through Maitland Road (Routes 24b and 10, starting at the Hanbury Street intersection down to Islington Park).

Considerations and concerns: A high number of comments were made discussing significant safety concerns with the Maitland Road bridge crossing over the railway line (between Selwyn Street and Ferndale Street). The concerns related to the path being too narrow to safely cross, placing cyclists and pedestrians too close to fast moving traffic and making it impossible to pass another person traveling in the opposite direction.

Due to the high volume of traffic on Maitland Road, respondents discussed the strong desire for any cycle path to be separated from traffic with a physical barrier and wide enough so that there are not any concerns regarding doors unexpectedly opening on parked vehicles.

Islington Park: A cycle path to Islington Park was very well received, with respondents discussing wanting a cycle route that takes them to a park/green space.

Route 27, which provides a path to Islington Park via a new bridge and avoids Maitland Road by using quieter residential roads, received the highest net agreement from all respondents across all proposed routes.

Considerations and concerns: Strong concerns and opposition was discussed however in relation to any cycle paths running through the off-leash dog area of the park, creating hazards for both cyclists and dog owners (as proposed in Routes 10 and 11). Instead, it was suggested that any cycle paths should be either on the other side of a fence, or not travel through that section of the park.

The narrowness of River Ct Road Bridge, which crosses over Throsby Creek, was also discussed, with respondents concerned that the current structure would not be able to

handle any increase in volume of pedestrians/cyclists. The proposed construction of a new shared bridge into Islington Park (suggested in Route 23) was therefore well received.

University of Newcastle: Path 14, which runs from the University of Newcastle to Carandotta Street via the shared path north of University Drive and a new bridge above the railway onto Vickers Street, received high votes of agreement despite not many comments being left discussing the reasons for its popularity. As the student/staff/parent survey had identified a large desire for cycle routes to educational institutions, it may simply be that the community responded positively to additional access to the University via cycle paths.

Key areas of concern

Respondents identified many safety concerns already encountered by cyclists. The key areas identified for urgent action included:

Area	Concern
Nelson Street and Scholey Street intersection	Dangerous crossing despite recent upgrades. Traffic calming measures are needed with cyclists and pedestrians given right of way.
Scholey Street Bridge	Path on bridge is too narrow and steep, with poor sight lines. Need to cross oncoming traffic and ride against traffic flow if you want to use the safer footpath when approaching the bridge from Chinchin Street.
Crossing Hanbury Street (by Waratah Station)	Island crossing is needed
Industrial Drive bridge over railway and Selwyn Street	Cycle path over bridge is too narrow and requires separation from traffic. Better sweeping and maintenance is needed to remove hazards.
Elizabeth Street and William Street intersection	Four-way stop sign intersection is very prone to accidents and requires additional safety measures.
Williams Street (near Bryant Street)	Pedestrian crossing requires additional safety measures as vehicles regularly do not stop/see people crossing
Maitland Road Bridge crossing (between Selwyn Street and Ferndale Street)	Bridge is too narrow, and path needs to be separated from traffic
Hubbard Street and Maitland Road intersection	Cars queuing to turn left often cross the solid line and block access to the footpath and bike crossing
Chinchin Street	Parked vehicles reduce visibility and car doors often open in front of cyclists
Clyde Street and Chinchin Street intersection	Traffic lights or a roundabout needed due to frequent near misses and accidents with cyclists. Work conducted so far is insufficient.
Vera Street, Maud Street and Prince Street intersection	Poor line of sight due to hump in road, in combination with the traffic island being too small, creates very dangerous cycling conditions.

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1. Introduction

City of Newcastle (CN) is conducting a feasibility study to investigate and plan cycleways in Mayfield and surrounding areas as part of its continuing strategy to expand the city's cycleway network. The project aims to link key nodes and activity areas around Mayfield and connect with regional routes.

The objectives of the feasibility study are to:

- Identify route options
- Undertake a site assessment of identified options
- Identify treatment options along selected routes to improve the cycleway
- Undertake an analysis of identified options, including construction costs and risk analysis and assessing options in combination with each other
- Prioritise works to be undertaken
- Produce analysis and mapping in a feasibility report
- Prepare a concept design of the agreed cycleway routes and treatments

Community engagement is an important component of this project, providing residents, students, visitors and stakeholders with the opportunity to provide feedback and have a genuine input in CN's decision making.

The community will be engaged using a three phased engagement process:

Phase 1: Initial consultation

Phase 2: Reporting back the results of the initial community consultation, identifying preferred routes and inviting further feedback

Phase 3: Public exhibition of the draft concept plan

This report presents the findings of the Phase 1 initial community consultation.

1.1 Engagement objectives

The aim of the initial community engagement process was to:






- Inform the community about the project.
- Consult with the community on what ideas they have for the new cycleways and identify issues with the current cycleways.
- Identify opportunities and constraints.
- Target both current users and potential new users, seek understanding of usage and limitations as well as future priorities.
- Involve key stakeholders, user groups, cyclists, students, residents and general users of the cycleways.

2. Communication and promotion

A communications campaign was implemented to raise awareness of the Mayfield cycleways project and promote the opportunity for residents, students, visitors and stakeholders of Mayfield and surrounding areas to provide input.

Key communication activities are summarised below.

Table 1 Communication and promotion

Channel	Description	Reach
 Have Your Say webpage	A dedicated project webpage was created on CN's Have Your Say landing page. The page featured information on the project, a link to both a community survey and a student/teacher/parent survey and an interactive Social Pinpoint map.	1,413 visits
 Flyers and onsite signage	<p>Flyers advising of the engagement activities were distributed to properties in Mayfield and the surrounding suburbs on Monday 13 September 2021.</p> <p>Onsite signage was installed at key locations around Mayfield.</p>	<p>12,847 flyers</p> <p>10 corflutes</p>
 Social media	<p>The engagement was promoted via posts on CN's Facebook page from 9 September and 4 October 2021. The posts intended to raise awareness and encourage people to have their say.</p> <p>A paid social display was also placed via Newcastle Herald's Facebook page.</p>	<p>24,235 reach 938 link clicks</p> <p>20,000 impressions</p>
 Newsletters	An e-newsletter was distributed to CN's community panel and to City e-news subscribers.	4,600 subscribers
 Media coverage	<p>A media release was issued on 10 September 2021, to raise awareness on the project and that CN was inviting community feedback.</p> <p>The story was subsequently picked up by several local media outlets including the Newcastle Herald, Newcastle Weekly and Newcastle Live.</p> <p>A T24 advertisement was placed in the Saturday Newcastle Herald edition.</p>	

3. Engagement activities

The community were invited to provide input on the Mayfield cycleway project via a general community survey (available in Appendix A), a survey specifically for students/teachers/parents (available in Appendix B), an interactive social pinpoint map and written submissions.

3.1 Surveys

Data collection

Two online surveys were conducted. The first survey was open to the whole community, whilst the second survey was open to students, teachers and parents as it asked questions specifically aimed at understanding cycleway needs around educational institutions. Overall, a total of 921 surveys were completed, see Table 2 for details.

Table 2. Details of surveys conducted

	Community Survey	Students/teacher/parent Survey
Method	Online	Online
Dates	9 September to 4 October 2021	9 September to 4 October 2021
Number of participants	828	93
Length of survey (min:sec)	5:29	4:59
Incentive	Prize draw of 2 x \$200 Visa gift cards	Prize draw of 2 x \$250 book vouchers

The sampling process was a self-selecting sample, where members of the Newcastle community chose to participate in the survey. This is a non-probability sampling technique, and while this approach is more cost and time effective than a probability sampling (e.g. random sampling), there is likely to be a degree of self-selection bias in the results (e.g. the survey is likely to have attracted community members who already cycle or have an interest in cycling). As such, a self-selection sampling technique may limit the representativeness of the sample.

Data analysis

The data handling and analysis was carried out using CN's survey software and Displayr. Statistically significant higher/lower differences across groups are represented by ▲/▼. Open-ended responses were de-identified to ensure the anonymity of respondents, coded by theme and edited only for grammar/spelling.

When comparable, results from the community survey and student/teacher/parent survey were reported in aggregate form. Otherwise, results are marked as only being from one survey. If a parent conducted the survey on behalf of their child, then the age of the child was used when analysing results across demographics, not the age of the parent.

As respondents could choose to select 'prefer not to answer' in demographic questions, overall sample sizes vary when examining results by age and gender.

Please see section 4.1 for a detailed analysis of the survey results.

3.2 Social Pinpoint interactive map

Social Pinpoint is an interactive online mapping tool that allows users to leave feedback by dropping a pin on a map with their comments.

A social pinpoint map was created that showed all 34 possible routes and allowed the community to comment on individual routes and draw on their own suggested routes, as well as identify concerns and things that they liked.

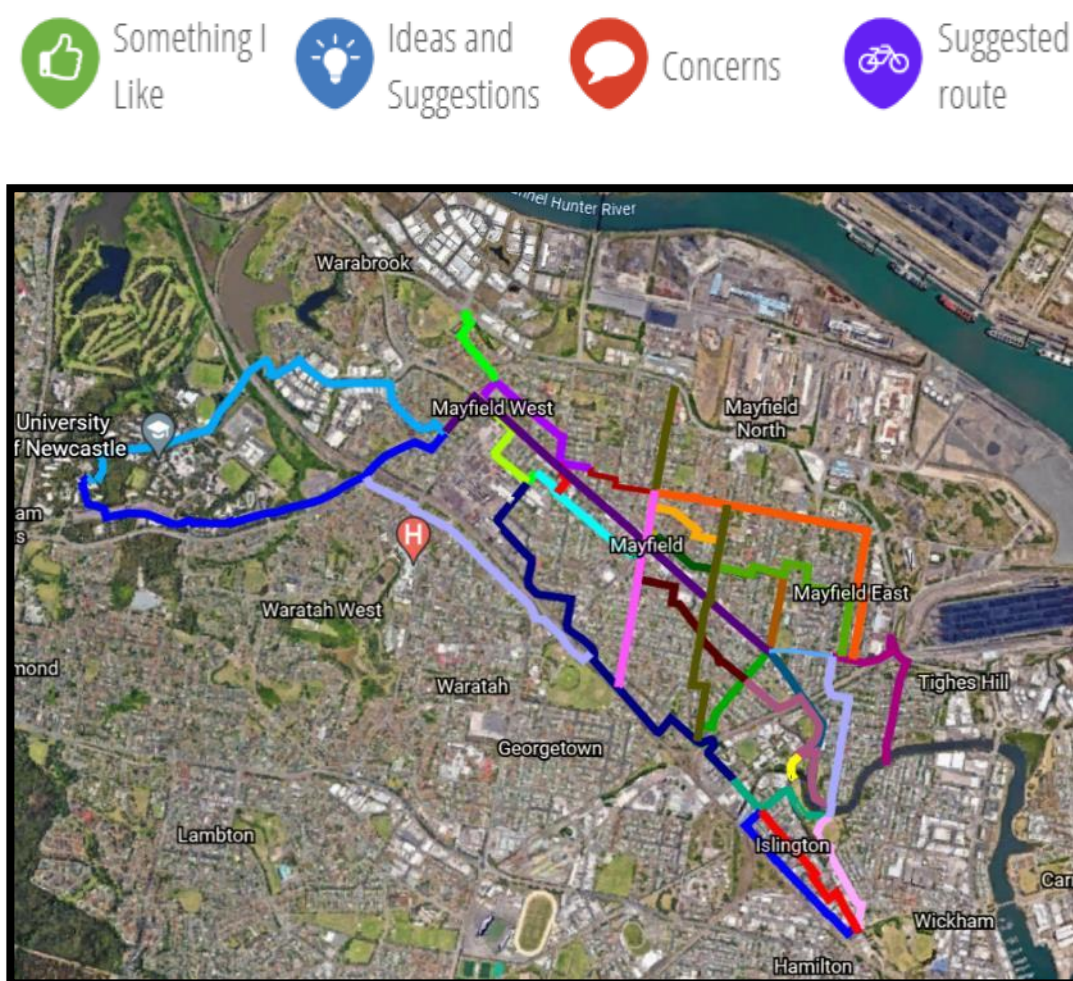


Figure 1. Map of 34 possible cycleway routes

A total of 417 comments were made, in addition to 2,117 agree/disagree votes, with the average time spent on the page being 3:23 minutes. Overall, 1,100 unique users interacted with the social pinpoint map.

Please see section 4.2 for a detailed analysis of the social pinpoint data.

3.3 Written submissions

The community was additionally invited to submit written submissions to the project team. Seven submissions were received during the engagement period by email. De-identified copies of submissions are included in Appendix C.

4. Results

4.1 Surveys

Frequency of cycling in Newcastle

Overall, 77% of respondents stated that they are frequent cyclists in Newcastle, cycling at least once every couple of weeks. 16% of respondents are non-frequent cyclists, cycling between once a month and once a year, and 7% of respondents are currently non-users.

These percentages are consistent with community engagement conducted by CN in 2020, where 83% of respondents were frequent cyclists, but is an over-representation of cycling in the general Newcastle community (23% identified as riding in the past month in the National Cycling Participation Survey 2020).

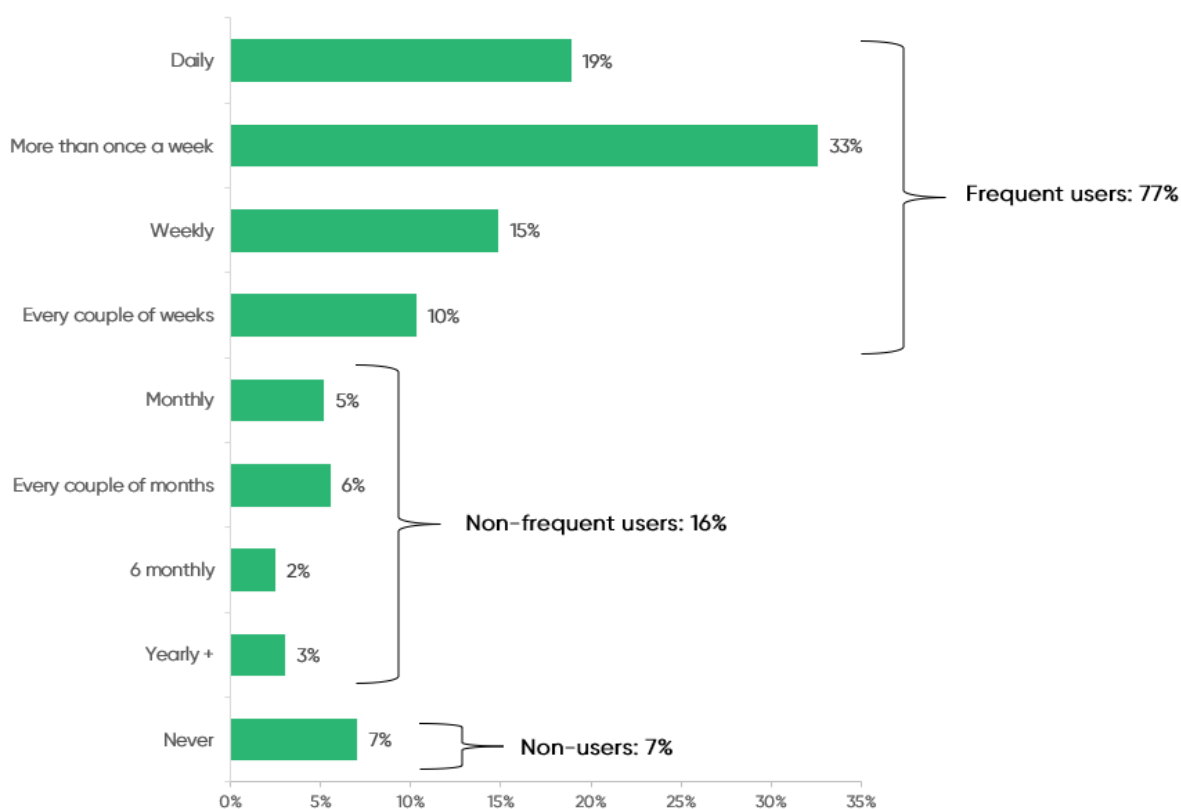


Figure 2. Frequency of cycling in Newcastle by respondents (N=921)

Male respondents are more likely to state that they are frequent users (83%) compared to females (69%), and younger respondents (under 18) are more likely to be frequent users compared to those aged 18+.

Table 3. Frequency of cycling in Newcastle by gender and age

	Female	Male	Under 18	18-34	35-54	55+
Frequent users	69%▼	83%▲	89%	73%	77%	78%
Non-frequent users	21%▲	12%▼	8%	20%	17%	11%
Non-users	10%▲	5%▼	3%	7%	6%	11%
Column Sample Size	421	355	37	261	426	141

▲/▼ = significantly higher/lower percentage

Of the teachers and students (including parents answering on behalf of their children) that stated they are frequent or non-frequent cyclists in Newcastle, 43% cycle to their educational institution at least once a week.

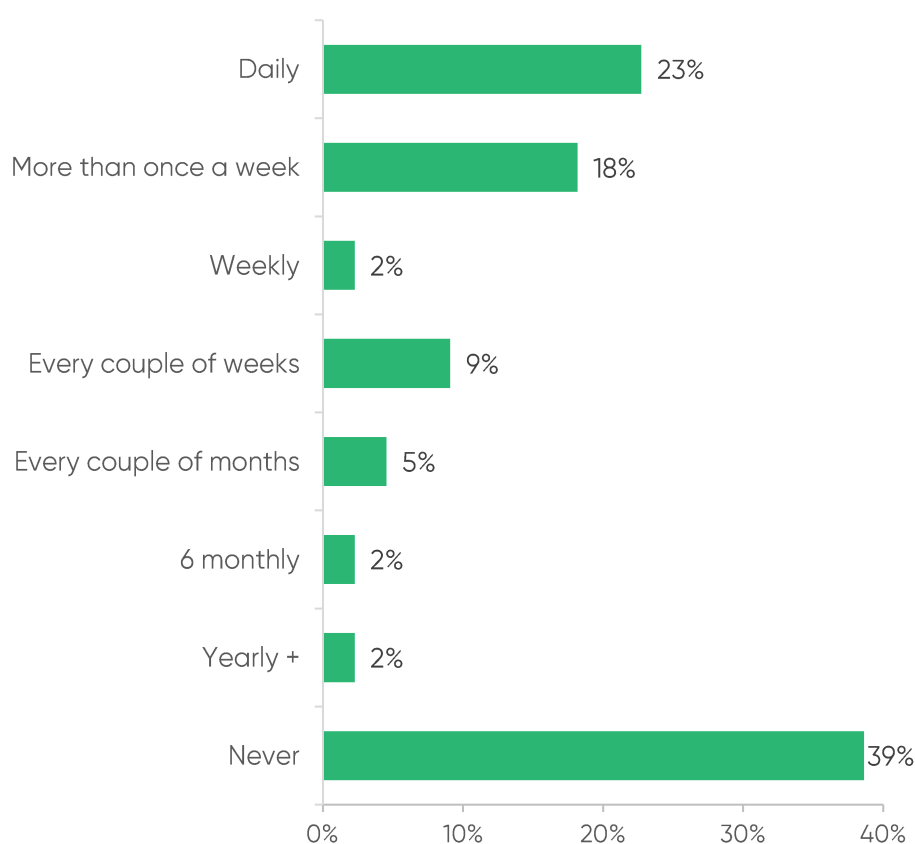


Figure 3. Frequency of cycling to educational institution, amongst students and teachers that are frequent or non-frequent cyclists in Newcastle (N=44)

Non-cyclists

Of the respondents that stated they do not currently cycle in Newcastle, the two most common reasons were related to safety, with 28% stating there is no safe route to where they want to go and 20% stating that they do not feel safe riding.

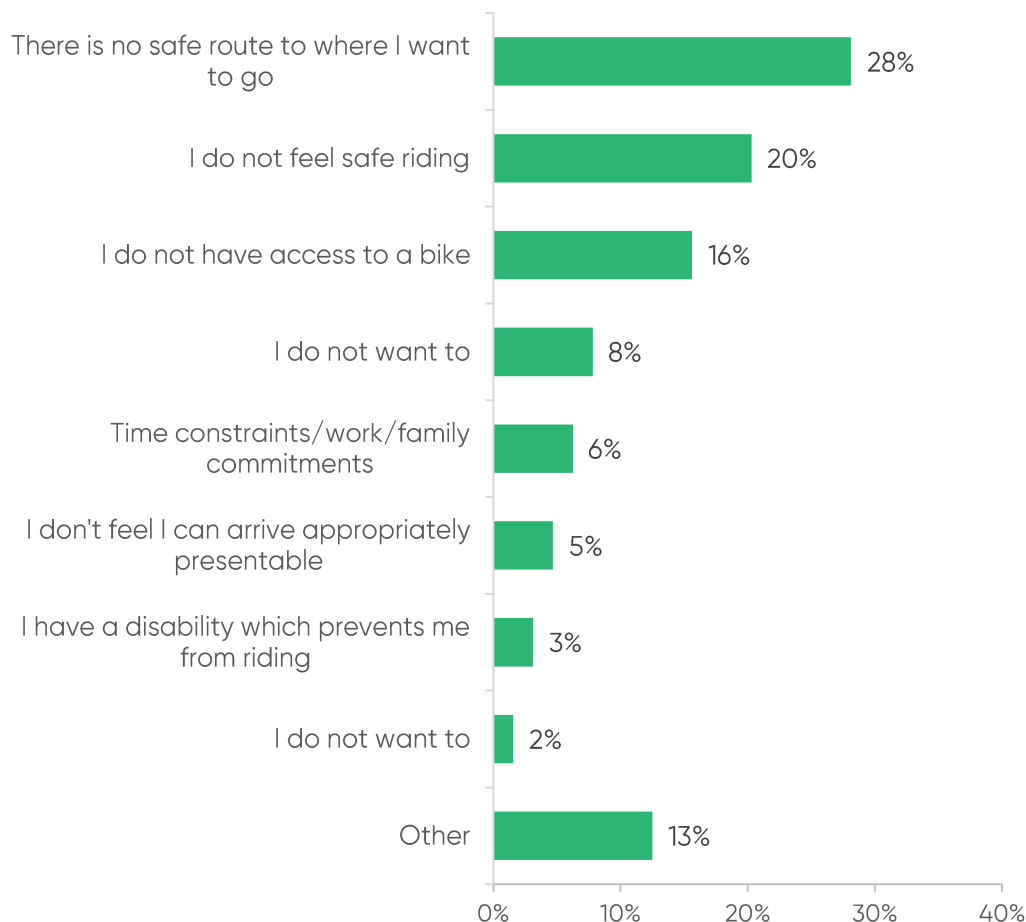


Figure 4. Reason for not cycling in Newcastle (N=64)

Females that do not currently cycle were more likely than males to state that they do not feel safe riding, or they do not have access to a bike. Males were more likely than females to state they do not cycle because they do not want to, or they do not feel they could arrive at their destination appropriately presentable.

Table 4. Reason for not cycling in Newcastle by gender and age

	Female	Male	18-34	35-54	55+
There is no safe route to where I want to go	33%	29%	26%	37%	20%
I do not feel safe riding	23%	6%	26%	11%	27%
I do not have access to a bike	20%	6%	21%	15%	7%
I do not want to	5%	12%	5%	11%	0%
Time constraints/work/family commitments	8%	6%	5%	11%	0%
I don't feel I can arrive appropriately presentable	3%	12%	5%	4%	7%
I have a disability which prevents me from riding	3%	6%	5%	0%	7%
I do not want to	0%	0%	0%	0%	7%
Other	8%	24%	5%	11%	27%
Column Sample Size	40	17	19	27	15

Likelihood of increased cycling

Respondents were asked that if cycleways were available around specific locations, would it increase their likelihood of using a bicycle as their method of transport for all or part of their journey. The below chart illustrates that 93% of respondents stated that their likelihood of cycling to parks/playgrounds/greenspaces would increase if cycleways were available to them, followed by 91% to cafes/restaurants and 82% to shops.

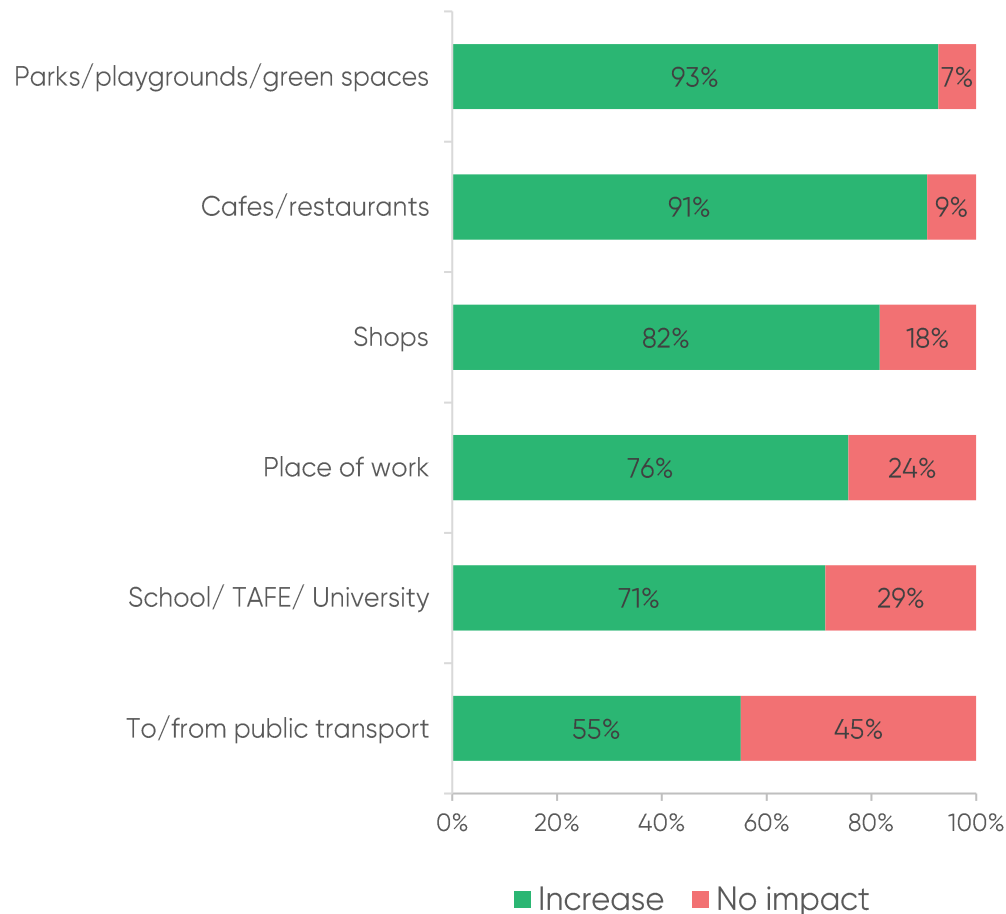


Figure 5. Proportion of respondents that stated the availability of cycleways to specific locations would increase their likelihood of cycling for all or part of their journey, or would have no impact (N=483 – 789, due to the exclusion of NA responses)

Females are more likely than males to state that the availability of cycleways would increase their likelihood of cycling to each of the specific location. The likelihood of increased cycling decreases with age, with 18–34 year old's more likely to state that the availability of cycleways would increase them using a bicycle for all or part of their journey.

Table 5. Proportion of respondents that stated the availability of cycleways to specific locations would increase their likelihood of cycling for all or part of their journey by gender and age

	Female	Male	18-34	35-54	55+
Parks/playgrounds/green spaces	94%	91%	95%	94%	86%▼
Cafes/restaurants	92%	89%	93%	91%	87%
Shops	83%	79%	83%	81%	82%
Place of work	77%	73%	82%▲	75%	59%▼
School/ TAFE/ University	75%▲	66%▼	76%	73%	54%▼
To/from public transport	56%	54%	65%▲	51%▼	49%
Column Sample Size	212	187	123	226	54

▲/▼ = significantly higher/lower percentage

Other services/facilities identified by respondents (unprompted) as being places that they would cycle to if cycleways were available to them, were beaches and waterways (11%), Newcastle city centre (5%), leisure and recreational trails (4%) and residential areas to the homes of friends and family (4%).

Table 6. Additional services/facilities identified by respondents in the community survey, as being places they would cycle to if cycleways were available (N=828)

	%
Beaches/waterways	11%
Newcastle city centre	5%
Leisure/recreational trails	4%
Residential areas (friends and family houses)	4%
Gym/sporting facilities	3%
Connecting to existing cycle paths	2%
Public swimming pool	2%
Entertainment/tourist facilities	2%
Hospitals and medical centres	2%
Library	1%
Pub/bar	1%
Childcare centres	0%
Places of worship	0%
Post office	0%
Column Sample Size	828

Specifically looking in more detail at cycling to educational institutions via the student/teacher/parent survey, we see that if safe cycleways were available to an individual's school, TAFE or University, then 91% of students and teachers would be likely to use a bicycle for all or part of their journey – 57% stating extremely likely.

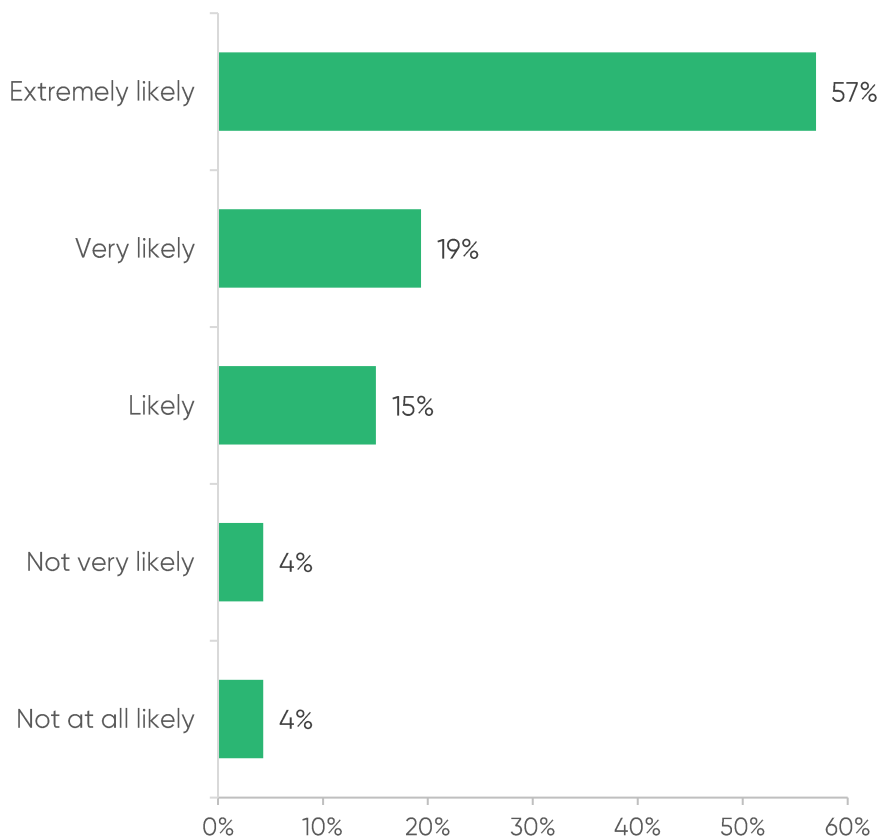


Figure 6. Likelihood of respondents using a bicycle for all or part of their journey to their educational institution if safe cycleways were available (N=93, student/teacher/parent survey)

Route type

When respondents were asked if they would prefer cycleways that take the most direct route to their destination, cycleways that follow the quietest roads possible or cycleways that are a mix between the two, 62% stated that they would prefer a mix.

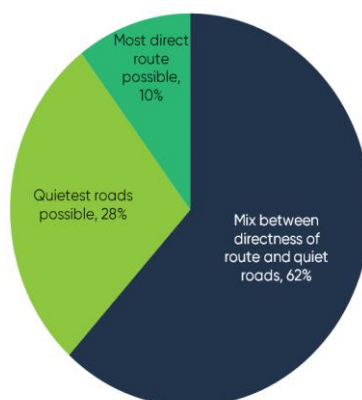


Figure 7. Preference of respondents for the most direct route possible, the quietest roads or a mix between the two (N=881)

Males are more likely than females to state that they would prefer the most direct route possible, whilst those aged 55+ are more likely to state they would like the quietest roads possible.

Table 7. Preference of respondents for the most direct route possible, the quietest roads or a mix between the two by gender and age

	Female	Male	Under 18	18–34	35–54	55+
Mix between directness of route and quiet roads	62%	63%	54%	66%	62%	54%▼
Quietest roads possible	31%	25%	27%	23%▼	28%	35%▲
Most direct route possible	7%▼	12%▲	19%	11%	9%	11%
Column Sample Size	421	355	37	261	426	141

▲/▼ = significantly higher/lower percentage

Locations for cycle paths

When respondents were asked (unprompted) what key locations in and around Mayfield they would like to be able to use cycle paths to travel to/from, the top response was Maitland Road (24%), followed by the Mayfield shops and supermarkets (20%) and Islington Park (18%). Other top locations that respondents want to be connected to cycle paths include Tighes Hill (13%), the University of Newcastle campus (13%) and Islington (12%). See Appendix D for the full list of locations.

Table 8. Key locations that respondents want to be able to access/travel to from Mayfield using cycle paths (N=862)

	%
Maitland Road	24%
Mayfield shops/supermarkets	20%
Islington Park	18%
Tighes Hill/Tighes Hill cycle path	13%
University of Newcastle campus	13%
Islington	12%
Mayfield West	10%
Newcastle city centre/CBD	10%
Waratah train station	8%
TAFE campus	7%
Mayfield swimming pool	7%
Waratah	7%
Mayfield East	6%
Industrial Drive	6%
Stevenson Park	6%
Column Sample Size	862

Further comments on cycleways

When respondents were asked if they had any further comments they would like to make regarding cycleways in and around Mayfield, 14% made a general statement of support for increasing cycleways in the area and the overall environmental and health benefits that cycling has.

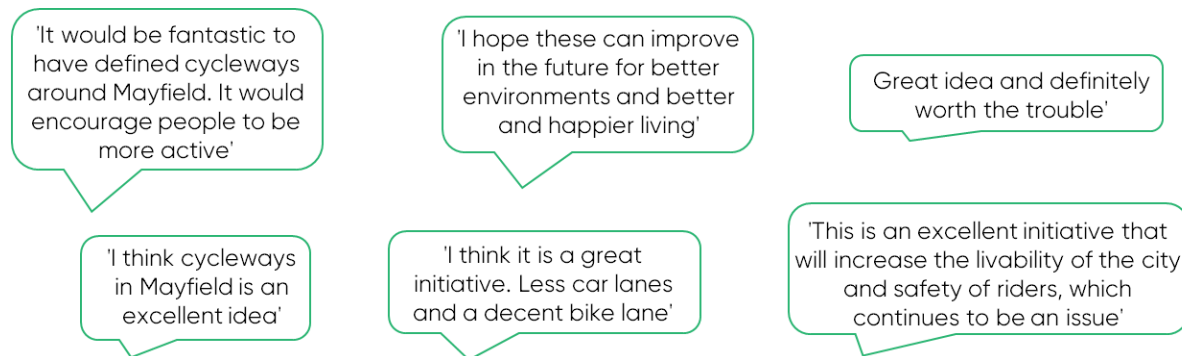


Figure 8. Selection of verbatim comments on the topic: general support for increasing cycleways on Mayfield

13% of respondents discussed the need for cycleways to be wide and a clear separate path from the road from physical barriers, not just a painted lane on the road.

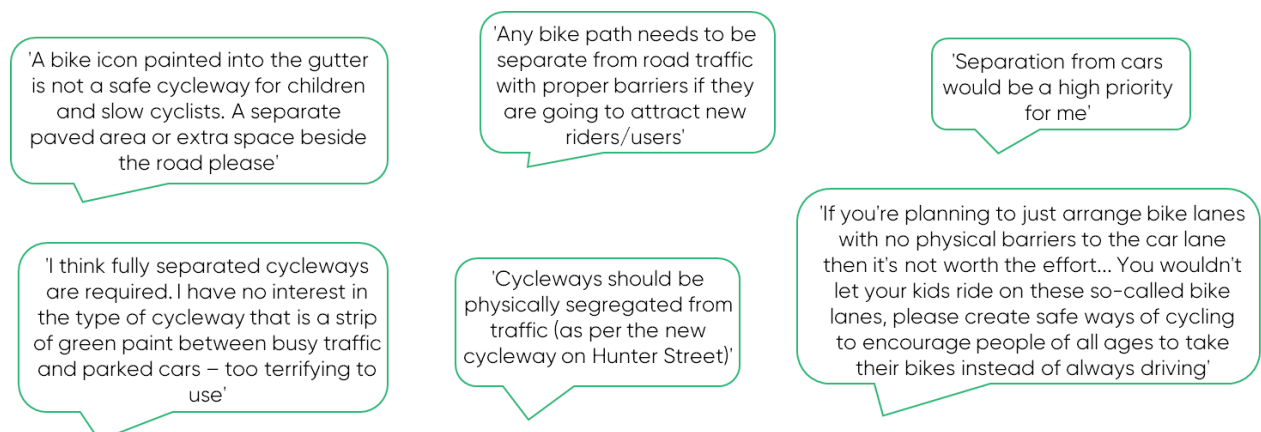


Figure 9. Selection of verbatim comments on the topic: cycleways to be wide and a clear separate path from the road with a barrier

9% discussed the need for a large focus on safety, with cyclists protected not only from traffic, but also from doors opening on parked vehicles.

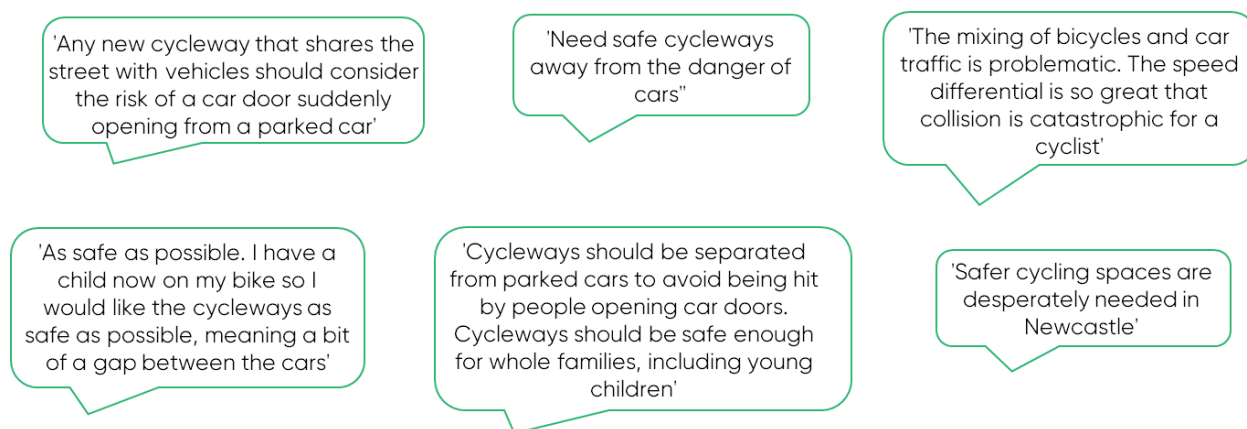


Figure 10. Selection of verbatim comments on the topic: A large focus on safety is needed, with cyclists safe from traffic and doors of parked cars opening

7% of respondents commented on the need for cycleways to be connected to existing cycleway networks, with continuous routes that do not come to a sudden end.

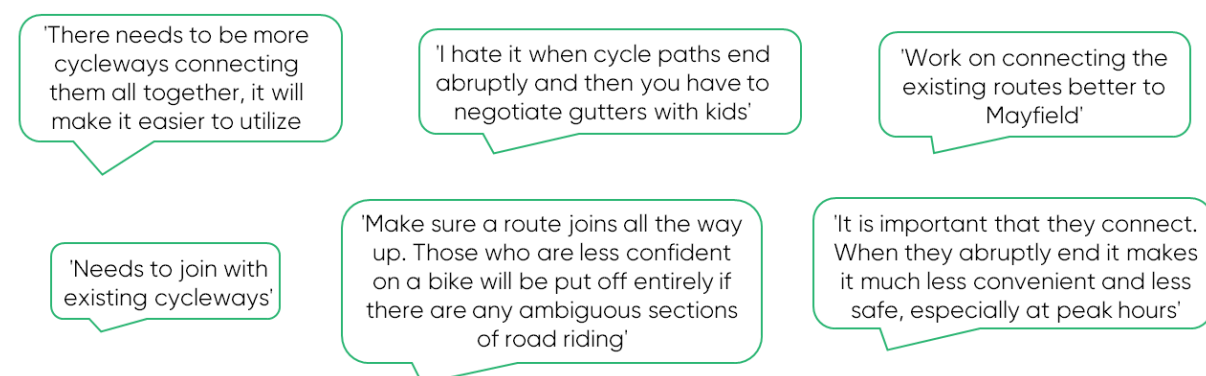


Figure 11. Selection of verbatim comments on the topic: connect with existing cycleways/create a well-connected network

5% of respondents specifically mentioned that the path on the rail overpass on Maitland Road into Tighes Hill is too narrow and creates very dangerous crossing conditions.

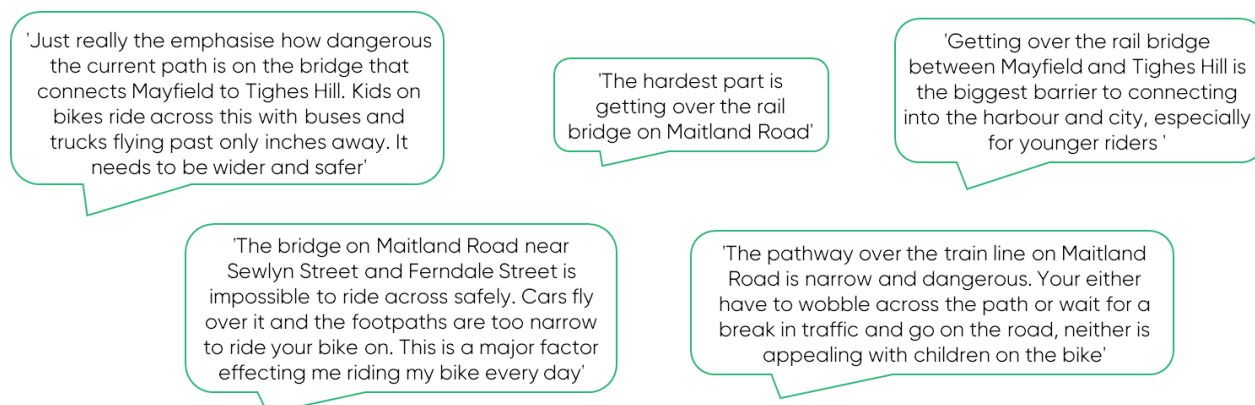


Figure 12. Selection of verbatim comments on the topic: rail overpass (Maitland Road into Tighes Hill) is very dangerous and too narrow, requires safety improvements

Table 9. Top topics discussed when respondents were asked for further comments on cycleways in and around Mayfield (N=921)

	%
Supportive of project to increase cycleways	14%
Cycleways to be wide and a clear separate path from the road with a barrier	13%
A large focus on safety is needed, with cyclists safe from traffic/doors of parked cars opening	9%
Connect with existing cycleways/create a well-connected network	7%
Rail overpass (Maitland Road into Tighes Hill) is very dangerous/too narrow/requires safety improvements	5%
Quality, clean cycleway road conditions, transitions and gutters	4%
Maitland Road is currently very dangerous/requires separated cycle path and safety measures	3%
Clear signage/directions on who has right of way	2%
Connect parks and green spaces/attractive routes	2%
Cycleways to have good street lighting/monitoring	2%
Safer crossing points on roads for cyclists/priority boxes at intersections	2%
Supportive of project to increase cycleways	14%
Column Sample Size	921

See Appendix E for the full list of topics discussed.

Sample profile

Overall, a slightly higher proportion of females participated in the survey (46%), compared to males (39%), and the most common age group of respondents was 35-44.

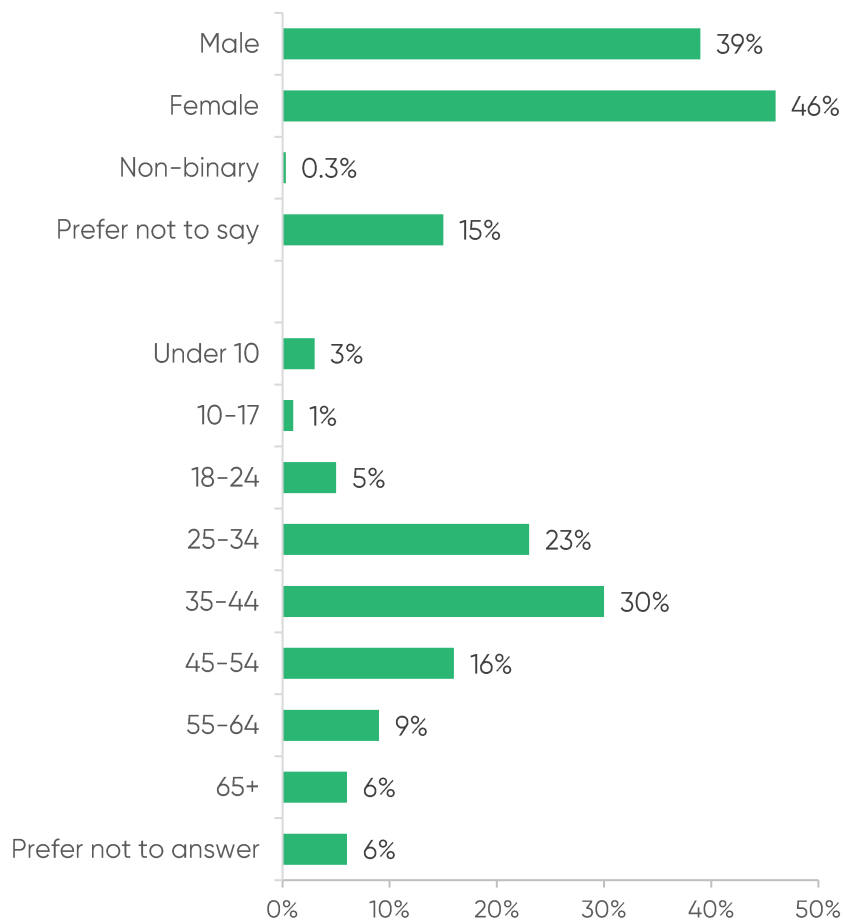


Figure 13. Gender and age of all respondents (N=921)

In the student/teacher/parent survey, 48% of respondents were parents and 40% were teachers.

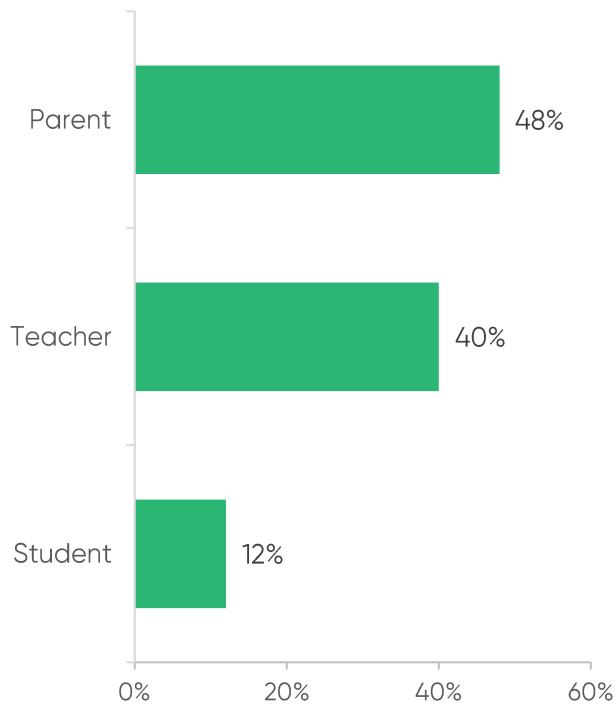


Figure 14. Breakdown of respondents type in the student/teacher/parent survey (N=93)

Half of respondents (51%) in the student/teacher/parent survey stated that they were affiliated with a primary school. Note, as parents can have children at different stages of education, the chart adds up to more than 100%.

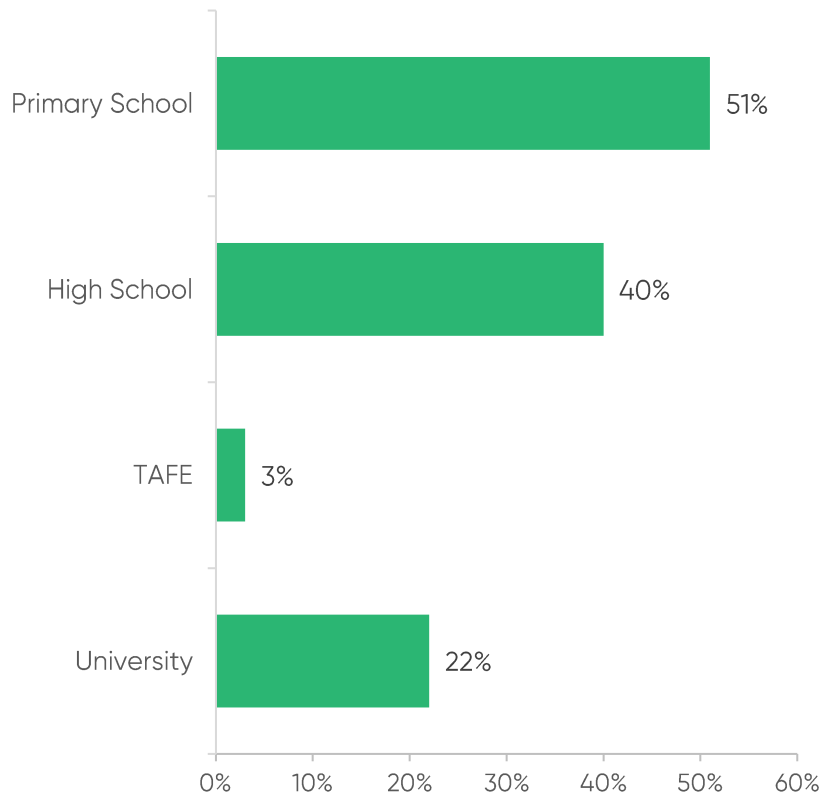


Figure 15. Type of educational institution affiliated with by respondents in the student/teacher/parent survey (N=93)

4.2 Social Pinpoint

Respondents were able to leave pins on the interactive map to discuss either a specific route or area, vote on whether they 'agree' or 'disagree' with pin drops and draw on additional suggested routes. This section will examine pins across two sections:

1. Pins that were made in relation to each route (noting that some comments are applicable to multiple routes).
2. Suggested alternative routes proposed by respondents

Pins discussing specific areas (not covered by one of the current possible 34 routes) are broken down by suburb and listed in Appendix F.

Specific routes: Summary

Overall, Routes 27, 24b, 23, 10 and 14 received the highest net agreement from respondents.

Table 10. Net agreement of all 34 proposed routes.

Route	Description	Agree	Disagree	Net agreement
27	Walsh St to Islington Park, via new bridge, Hewison St, Union St and River Ct Rd bridge	55	1	54
24b	Maitland Rd from Hanbury St to Carrington St	44	1	43
23	New shared path bridge by Maitland Rd above creek into Islington Park	41	0	41
10	Maitland Rd to Islington Park, starting from Carrington St and ending with River Ct Rd bridge. Route by TAFE Newcastle Campus.	44	4	40
14	University of Newcastle to Carandotta St via shared path north of University Dr and new bridge above railway onto Vickers St	40	1	39
20	Crebert St to Smith St, via Kitchener Parade. Route by San Clemente High School and St Columban's Primary School	38	1	37
8	Frith St to TAFE Newcastle Campus, via Leonard St, Cadell Ave, Sunnyside St, York St, Upfold St, Scholey St and Chinchin St	36	1	35
15	Vera St to Waratah Station, via Prince St and Platt St	31	1	30
32	Steel River Blvd crossing to Buruda St, via Stevenson Park, Stevenson Ave and Norris Ave	30	0	30
26	Islington Park to Wickham Park, via Power St and Sheddon St	29	1	28
12	TAFE Newcastle Campus to Islington Park via Chinchin St and Hubbard St	25	0	25
13	University of Newcastle to Carandotta St via Ring Rd, Warabrook Station, Eucalyptus Circuit, Warabrook Blvd and Casuarina Cct.	26	1	25
5	Silsoe St to TAFE Newcastle Campus, via Scholey St bridge	24	0	24

25	Dangar Park to Walsh St, via Mounter St	24	1	23
28	Kerr St down to Rayson St. From Crebert St to Upfold St. Route by Mayfield Library and Mayfield Medical Centre	23	0	23
9	Mounter St to Williams St via Selwyn St and Industrial Dr. Ending at Throsby Creek crossing	27	6	21
11	Moolcha St to Islington Park, via Maitland Rd and River Ct Rd bridge. Route by TAFE Newcastle Campus.	22	2	20
30	Hubbard St to Wickham Park, via Fern St and Ivy St	20	0	20
4	Curtis St to Pacific Hwy via Carrington St. Route by Mayfield Bowling Club, Mayfield Swimming Centre, Dangar Park and Mayfield Skate Park	18	2	16
24a	Maitland Rd from Carandotta St to Hanbury St	15	0	15
1	Carandotta St to Winchester St, via Norris Ave, Buruda St and Tourle St	14	0	14
2a	John St to Crebert St	14	0	14
16	Mayfield Medical Centre to Silsoe St, via Rawson St, Barclay St, Valencia St and along Throsby Creek, Route by Woolworths Mayfield	23	10	13
17	Waratah St to Mayfield Medical Centre	13	0	13
31	Hubbard St to Wickham Park, via Chinchin St, Anderton St, Daniel St and Maitland Rd	12	0	12
29	St Columban's Primary School down to Nelson St, via Church St, Nile St and Nevill St.	9	0	9
21	St Columban's Primary School to Henson Ave, via Robert St, Curtis St, Hann St and George St	12	4	8
6	Frith St between Adrian St and Waratah St	6	0	6
7	Carandotta ST to Adrian St, via Maitland Rd and Stedman St. Route by Molyco Australia	6	1	5
18	Tourle St to Waratah St, via Maitland Rd and Wilson St	6	1	5
19	Keer St from Crebert St to Industrial Dr. Route by Hunter Christian School	5	0	5
22	Kerr St to Pitt St, via Highfield St	6	1	5
3	Dora St to Curtis St, via Robert St	4	1	3
2b	Kerr St to Mayfield Library	3	3	0

Specific routes: Route 1

Route 1 runs from Carandotta Street Winchester Street, via Norris Avenue, Buruda Street and Tourle Street.

	14 votes of agreement		0 votes of disagreement
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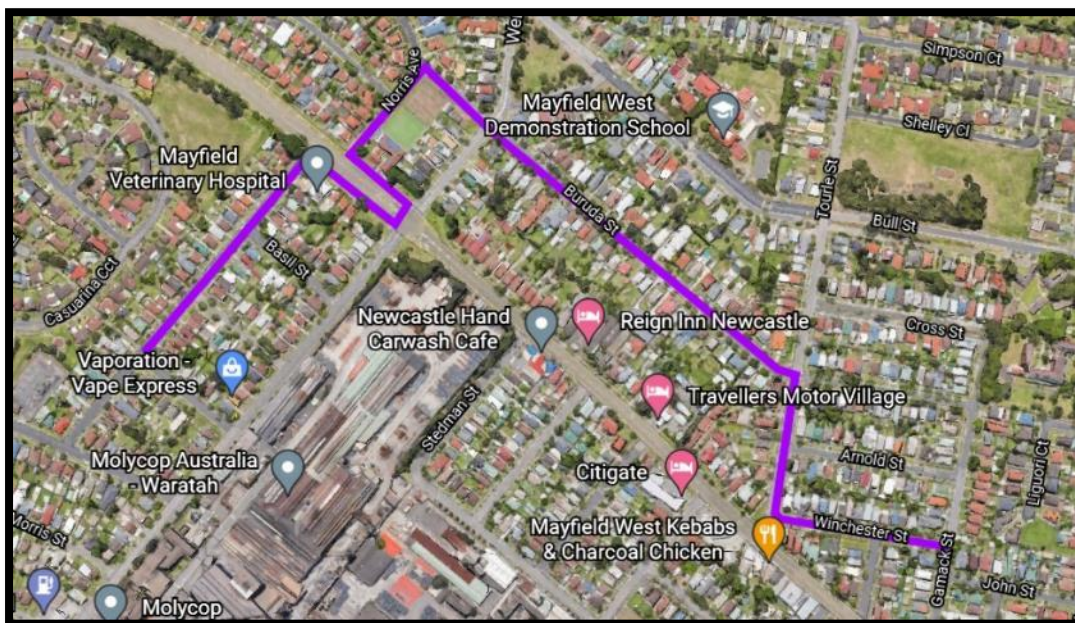


Figure 16. Map of route 1

Summary: One comment requested to extend the route to the intersection of Buruda and Werribi Streets (2 votes of agreement). Additionally, one comment raised the concern that vehicles regularly fail to stop at the pedestrian crossing on Werrib Street, and additional safety precautions are needed.

Pin type	Comment	Agree	Disagree
Ideas and Suggestions	It would be great if the path could continue all the way to the intersection of Buruda and Werribi to the pedestrian crossing so that it can be used as a footpath for pedestrians also. There is no footpath in Norris Avenue.	2	
Concerns	(In reference to pedestrian crossing on Werrib Street) This crossing is busy and dangerous – cars often don't see pedestrians here and fail to stop. A safe crossing here would be excellent / but the current crossing is not adequate.		

Specific routes: Route 2a

Route 2a runs from John Street to Crebert Street.

	14 votes of agreement		0 votes of disagreement
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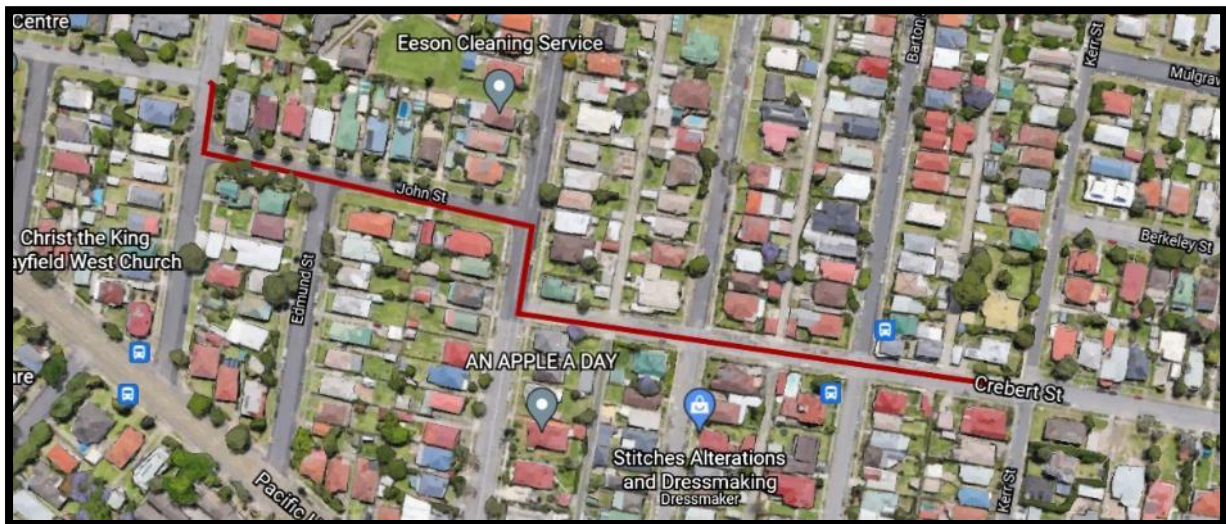


Figure 17. Map of route 2a

Summary: Two concerns were raised with the route. The first concern was in relation to Crebert Street narrowing between Kerr Street and Woodstock Street, and therefore would not be able to accommodate parking, car lanes and a dedicated bike lane (2 votes of agreement). The second concern was that vehicles often park too close to the intersection of Crebert Street and Barton Street, so would make it difficult for cyclists to be seen (1 vote of agreement, 1 vote of disagreement).

Pin type	Comment	Agree	Disagree
Concerns	Crebert St narrows between Kerr and woodstock street. There isn't enough room for parking both sides, cars and dedicated bike lanes	2	
	(in reference to Crebert Street and Barton Street intersection) Dangerous T intersection. Often cars are parked too close to the curb corner (there are no signs or yellow markings to indicate not to) making it very difficult to see other cars / bicycles coming prior to crossing / driving / riding ahead.	1	1

Specific routes: Route 2b

Route 2b runs from Kerr Street to Mayfield Library.

	3 votes of agreement		3 votes of disagreement
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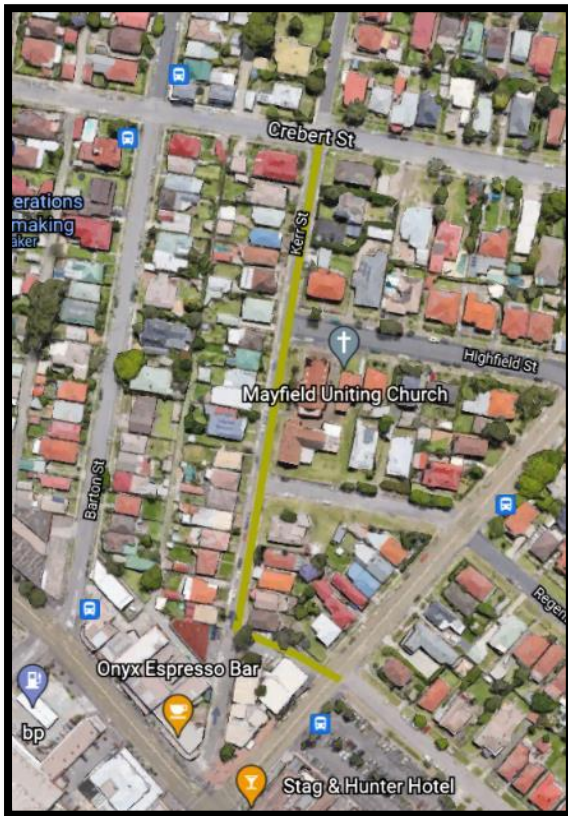


Figure 18. Map of route 2b

Summary: One concern was raised that the intersection at Dora Street and Hanbury Street to cross into the library is not safe (1 vote of agreement).

Pin type	Comment	Agree	Disagree
Concerns	(In reference to Dora Street and Hanbury intersection) Not safe to cross here to the library	1	

Specific routes: Route 3

Route 3 runs from Dora Street to Curtis Street, via Robert Street.

	4 votes of agreement		1 vote of disagreement
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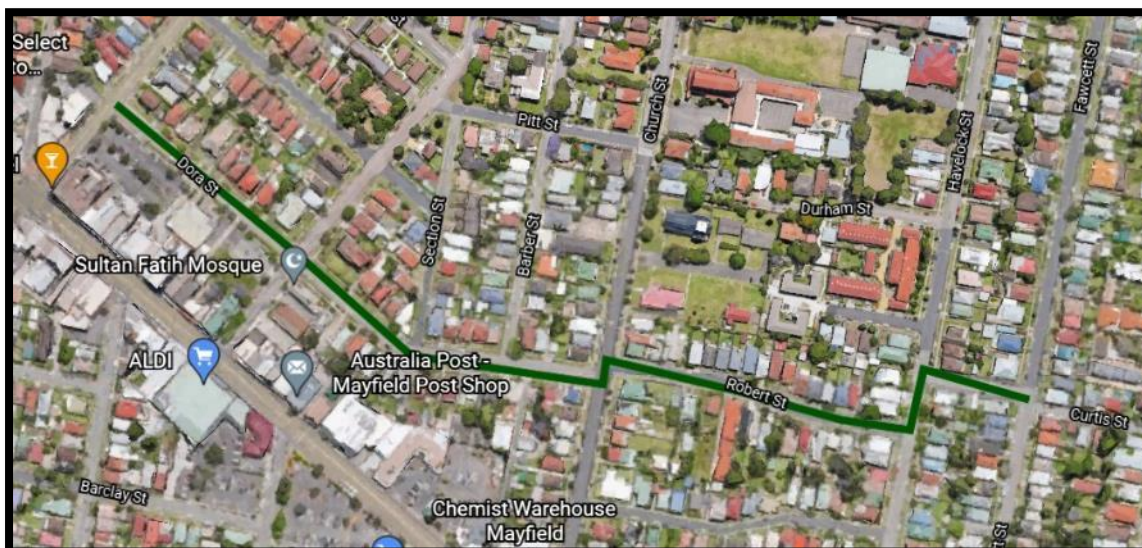


Figure 19. Map of route 3

Summary: Two pins were dropped discussing Curtis Street being narrow with high volumes of traffic, so may not be suitable for a cycleway (7 votes of agreement and 4 votes of disagreement).

As with route 2b, the intersection to Dora Street and Hanbury Street to cross into the library was flagged as being unsafe (1 vote of agreement).

Pin type	Comment	Agree	Disagree
Concerns	Curtis St is narrow with minimal footpaths and high traffic volumes. Not great for a cycling.	3	2
	Curtis Street is narrow and high volumes of traffic with very narrow footpath. Not good for a cycle route.	4	2
	(In reference to Dora Street and Hanbury intersection) Not safe to cross here to the library	1	

Specific routes: Route 4

Route 4 runs from Curtis Street to Pacific Highway via Carrington Street. The route goes by the Mayfield Bowling Club, Mayfield Swimming Centre, Dangar Park and Mayfield Skate Park.

	18 votes of agreement		2 votes of disagreement
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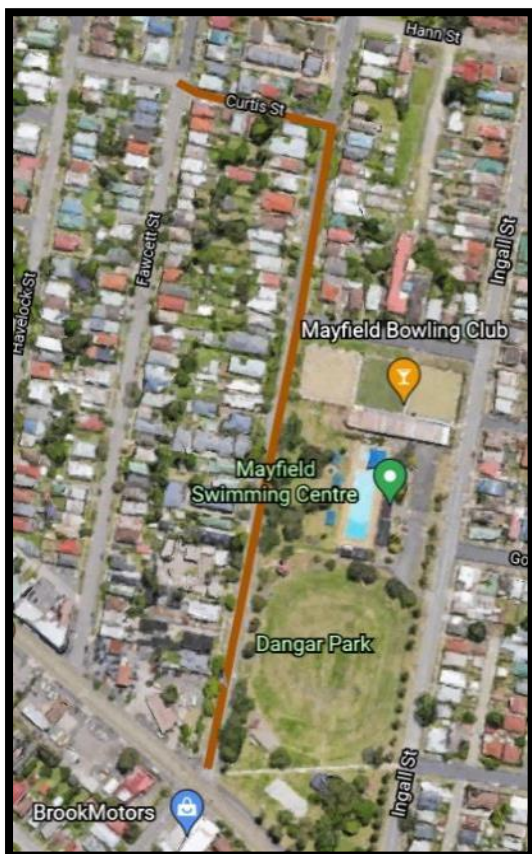


Figure 20. Map of route 4

Summary: One concern was raised that it can be very difficult to see oncoming traffic when crossing Fawcett Street on Curtis Street (4 votes of agreement).

Pin type	Comment	Agree	Disagree
Concerns	Really difficult to see oncoming traffic when crossing Fawcett on Curtis, particularly when coming uphill from Carrington Street.	4	

Specific routes: Route 5

Route 5 starts at the Maitland Road and Silsoe Street intersection and runs to TAFE Newcastle Campus, via Scholey Street Bridge.

	24 votes of agreement		0 votes of disagreement
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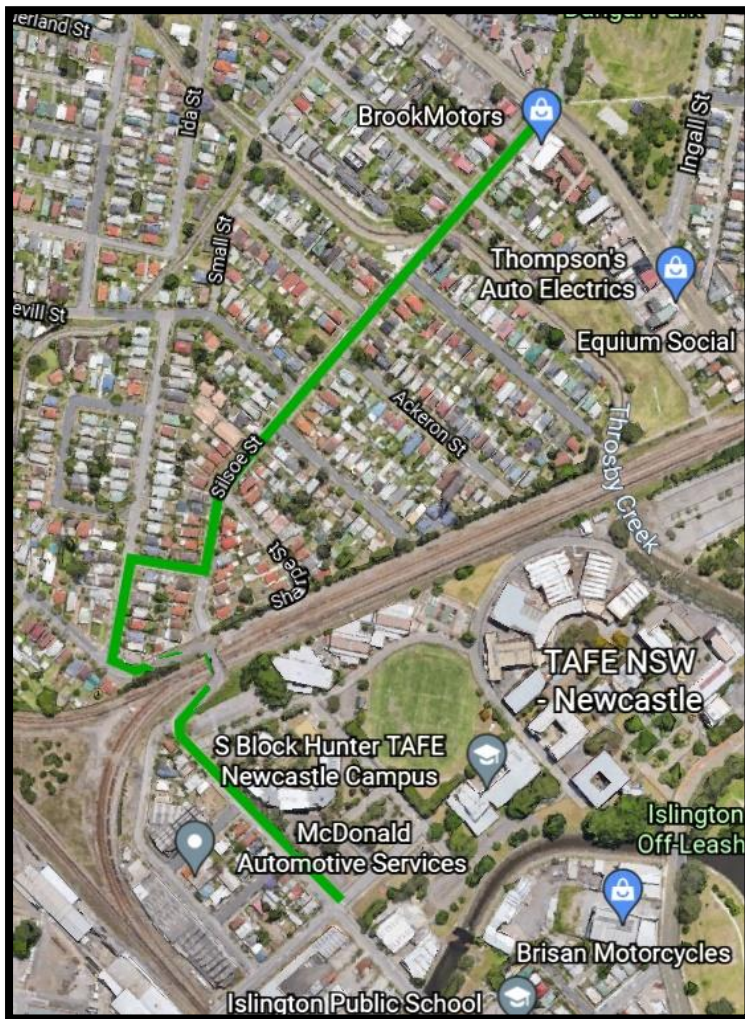


Figure 21. Map of route 5

Summary: One comment discussed being happy with the improvements made at the Nelson Street and Scholey Street intersection, 5 comments however were made stating that the crossing remains very dangerous, especially when riding with children, and that the busy intersection requires traffic calming measures, with cyclists and pedestrians given right of way (28 votes of agreement).

A concern was also discussed that the Scholey Street Bridge is too narrow and steep, with poor sight lines (9 votes of agreement, 1 vote of disagreement). Another two comments discussed concerns relating to the need to cross oncoming traffic and ride against traffic flow to use the safer footpath section when approaching the Scholey Street Bridge from Chincehn Street, and that a safe crossing point for cyclists needs to be added (3 votes of agreement).

Suggestions made for route 5 included making the traffic light sensor more sensitive to approaching bicycles at the Maitland Road and Silsoe Street intersection (8 votes of agreement), the installation on the road centreline on Scholey Bridge (and when approaching it from Chinchin Street) and some type of barrier to prevent cars from cutting right angled corners (5 votes of agreement).

Theme	Comment	Agree	Disagree
Something I like	(In reference to Nelson Street and Scholey Street intersection) Happy with the improvements here apart from crossing Nelson St (although unsure why they weren't completed in the first place)		
Ideas and Suggestions	(In reference to Maitland Road and Silsoe Street intersection) Traffic light road sensor needs to be more sensitive to recognise an approaching bicycle.	8	
	(In reference to Silsoe Street at Moolcha Street intersection) Suggest local narrowing and speed cushions or a raised crossing		
	Segregated cycleway from Nelson St, to Gardiner St and along Upfold St to waratah train station	2	
	(In reference to Girling Street) There needs to be something installed on the road centreline to prevent cars from cutting right angled corners (both on the bridge itself, and at the corner of Chinchin Street and Girling Street). I have been nearly cleaned up on my bike from cars cutting the corner on so many occasions.	5	
	(In reference to Chinchin Street) Learn to paint bike lanes that link up	7	
	(In reference to Chinchin Street approaching Girling Street) The transition from the bike path over the bridge to the bike lane on the road is dangerous in both directions. The road into the TAFE increases this risk.	1	
Concerns	(In reference to Nelson Street and Scholey Street intersection) Crossing is inadequate when crossing with children on bikes	5	
	(In reference to Nelson Street and Scholey Street intersection) Crossing Nelson St is just as dangerous now as it was before the improvements. Traffic calming, pedestrian shelter and a zebra crossing are needed urgently.	5	
	(In reference to Nelson Street and Scholey Street intersection) Cyclists and pedestrians need right of way to cross Nelson St		
	(In reference to Nelson Street and Scholey Street intersection) Upgrades have not removed the issues of crossing at this intersection. Cars still travel too fast, the corner is still blind and pedestrians/cyclists are not given priority or protection when crossing Nelson St. This is a busy cycle path / pedestrian crossing frequently used by children walking and riding to Islington Public School. A zebra crossing / traffic calming / refuge island is greatly needed.	9	

	(In reference to Nelson Street and Scholey Street intersection) I feel the changes at this intersection have not improved safety for cyclists. The on road speed bumps are dangerous as they can destabilise a bike and the off road path is still tricky to navigate and the sight lines poor at the intersection in addition to not enough done to slow cars down to make it safer to cross.	9	
	(In reference to Scholey Street by rail line) The amount of debris along the roadside from old trees, branches, leaves and nettles make it too dangerous to ride on this side of the road and needs to be cleared regularly for safety.		
	(In reference to Scholey Street bridge) This bridge is very awkward for everyone. Steep, narrow sharp curves and poor sight lines. Pity it was built .	9	1
	(In reference to Chinchin Street by Linden Street) Needs to be a safe way to cross to the cycling path		
	(In reference to Chinchin Street approaching Girling Street) Cyclists heading toward the overpass bridge need to cross oncoming traffic and ride against traffic flow to use the safer footpath section. Can be dangerous and send the wrong message to drivers. Consider adding a safe crossing point for cyclists.	3	

Specific routes: Route 6

Route 6 runs through Frith Street, between Adrian Street and Waratah Street.

 6 votes of agreement	 0 votes of disagreement
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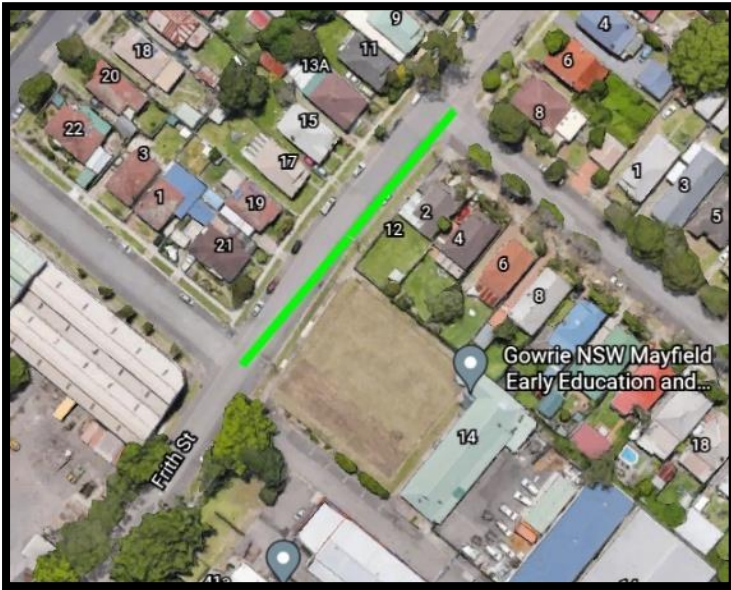


Figure 22. Map of route 6

No comments were made about Route 6.

Specific routes: Route 7

Route 7 runs from Carandotta Street and Adrian Street, via Maitland Road and Stedman Street.

	6 votes of agreement		1 vote of disagreement
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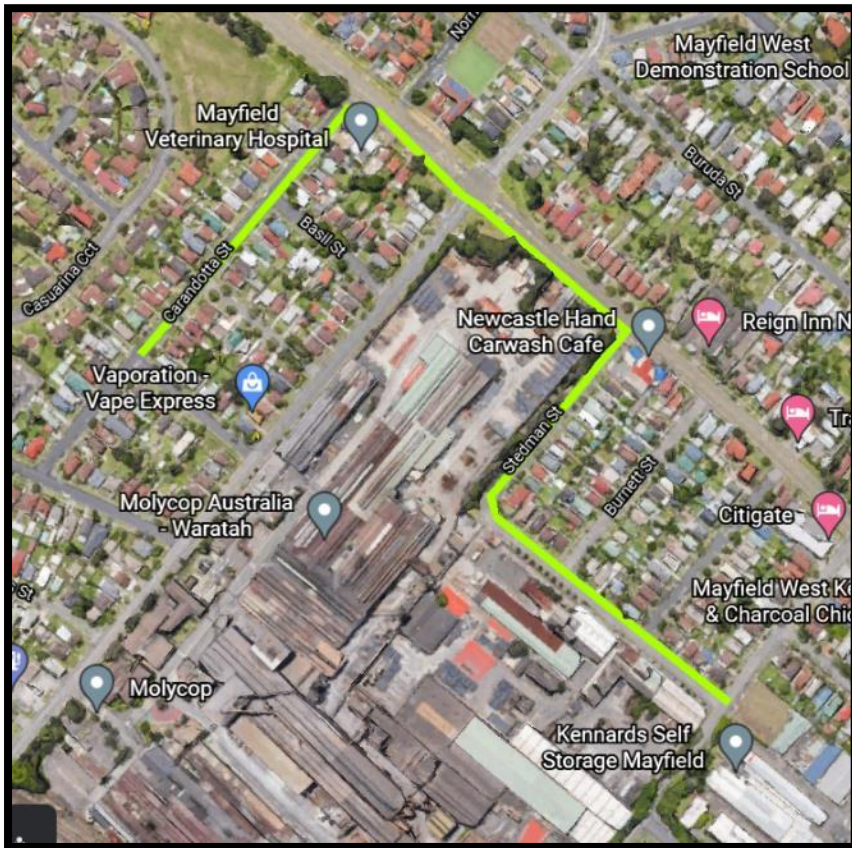


Figure 23. Map of route 7

No comments were made about Route 7.

Specific routes: Route 8

Route 8 runs from Frith Street to TAFE Newcastle Campus, via Leonard Street, Cadell Avenue, Sunnyside Street, York Street, Upfold Street, Scholey Street and Chinchin Street.

 <p>36 votes of agreement</p>	 <p>1 vote of disagreement</p>
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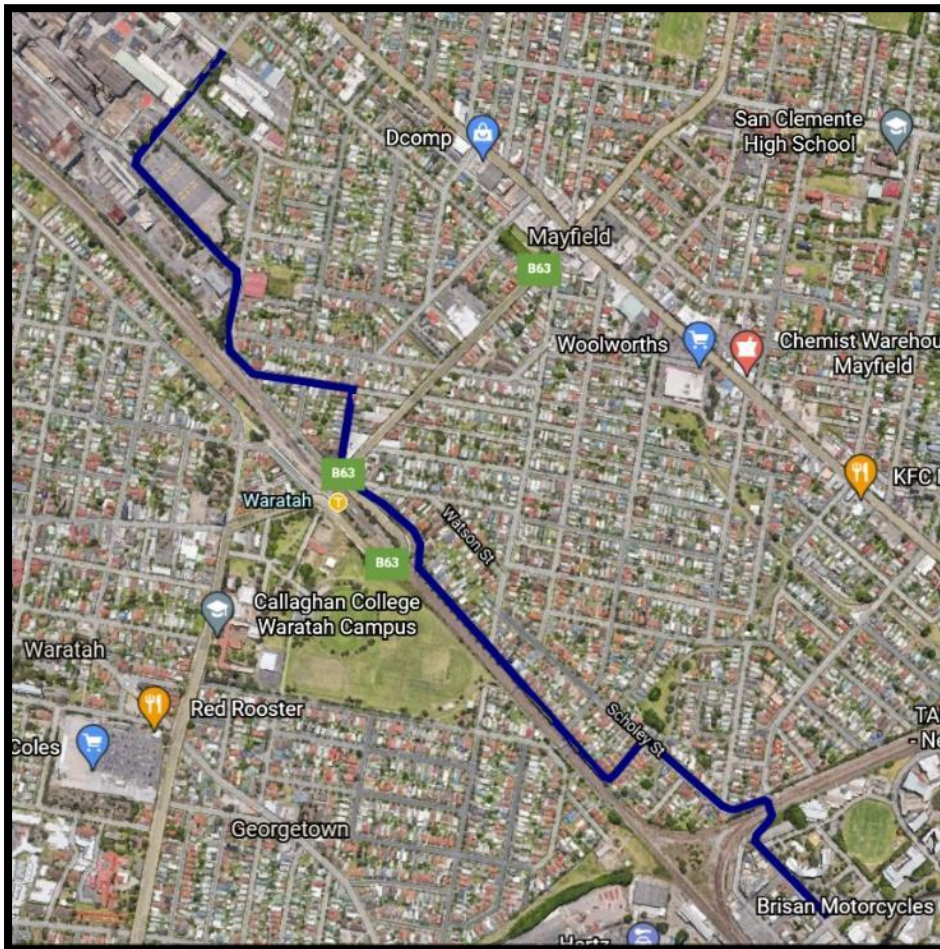


Figure 24. Map of route 8

Summary: As discussed in Route 5 (which partly overlaps with Route 8), concerns were raised about safety at the Scholey Street and Nelson Street intersection, and when on/approaching the Scholey Street Bridge.

Crossing Hanbury Street was discussed in two comments as being dangerous, with the need for an island crossing/cycle crossing (9 votes of agreement).

Two comments discussed the benefits of using the non-residential side of Upford Street to create a wide cycleway that will allow for safe travel away from parked cars and driveways, as well as opening up a new access point (17 votes of agreement).

Crossing onto Scholey Street from Gardiner Street was discussed as requiring safer options (3 votes of agreement) and the addition of paved paths on both sides of Scholey Street was raised by two comments to make it safer for children to stay off the road (2 votes of agreement).

The need for traffic calming measures on Scholey Street to make the route safer was also commented on (1 vote of agreement).

Theme	Comment	Agree	Disagree
Something I like	(In reference to Upfold Street) This would be an awesome access point and there's plenty of space on these wide roads. Could also clean up this strip next to the train line.	12	
	(In reference to Nelson Street and Scholey Street intersection) Happy with the improvements here apart from crossing Nelson St (although unsure why they weren't completed in the first place)		
Ideas and Suggestions	(In reference to crossing Hanbury Street) Investigate the creation of a cycle crossing to extend the cycleway so the low speed local streets can use the safe crossing of the Braye st	4	
	To seal and utilise unsealed side of road down Upfold St (where there are no residences) to maximise bike lane space and create safer route, away from parked cars and driveways	6	
	Pave footpath so children can remain off road on Scholey st.	2	
	Segregated cycleway from Nelson St, to Gardiner St and along Upfold St to waratah train station	2	
	(In reference to Girling Street) There needs to be something installed on the road centreline to prevent cars from cutting right angled corners (both on the bridge itself, and at the corner of Chinchin Street and Girling Street). I have been nearly cleaned up on my bike from cars cutting the corner on so many occasions.	5	
	(In reference to Chinchin Street) Learn to paint bike lanes that link up	7	
	(In reference to Chinchin Street approaching Girling Street) The transition from the bike path over the bridge to the bike lane on the road is dangerous in both directions. The road into the TAFE increases this risk.	1	
Concerns	Crossing Braye st is treacherous. Island refuge would help crossing with children on bikes	5	
	(In reference to Braye Street at Upford Street intersection) The turn right from the bridge into the street is extremely tight and requires a high skill level. Widening the entry is needed.	2	
	(In reference to Scholey Street and Gardiner Street intersection) Create a safer crossing option	3	
	(In referene to Scholey Street) Paved footpath required on both sides for children riding on footpaths		
	Speed reducing measures for vehicles would help cycling to feel much safer on Scholey street	1	

	(in reference to Scholey Street and Nelson Street intersection) Crossing Scholey st with children on bikes is a still dangerous. A better transition from cycle way to on road riding is needed here.	4	
	(In reference to Nelson Street and Scholey Street intersection) Crossing is inadequate when crossing with children on bikes	5	
	(In reference to Nelson Street and Scholey Street intersection) Crossing Nelson St is just as dangerous now as it was before the improvements. Traffic calming, pedestrian shelter and a zebra crossing are needed urgently.	5	
	(In reference to Nelson Street and Scholey Street intersection) Cyclists and pedestrians need right of way to cross Nelson St		
	(In reference to Nelson Street and Scholey Street intersection) Upgrades have not removed the issues of crossing at this intersection. Cars still travel too fast, the corner is still blind and pedestrians/cyclists are not given priority or protection when crossing Nelson St. This is a busy cycle path / pedestrian crossing frequently used by children walking and riding to Islington Public School. A zebra crossing / traffic calming / refuge island is greatly needed.	9	
	(In reference to Nelson Street and Scholey Street intersection) I feel the changes at this intersection have not improved safety for cyclists. The on road speed bumps are dangerous as they can destabilise a bike and the off road path is still tricky to navigate and the sight lines poor at the intersection in addition to not enough done to slow cars down to make it safer to cross.	9	
	(In reference to Scholey Street bridge) This bridge is very awkward for everyone. Steep, narrow sharp curves and poor sight lines. Pity it was built .	9	1
	(In reference to Chinchon Street by Linden Street) Needs to be a safe way to cross to the cycling path		
	(In reference to Chinchon Street approaching Girling Street) Cyclists heading toward the overpass bridge need to cross oncoming traffic and ride against traffic flow to use the safer footpath section. Can be dangerous and send the wrong message to drivers. Consider adding a safe crossing point for cyclists.	3	

Specific routes: Route 9

Route 9 runs from Mounter Street to Williams Street via Selwyn Street and Industrial Drive, ending at Throsby Creek crossing.



27 votes of agreement



6 votes of disagreement

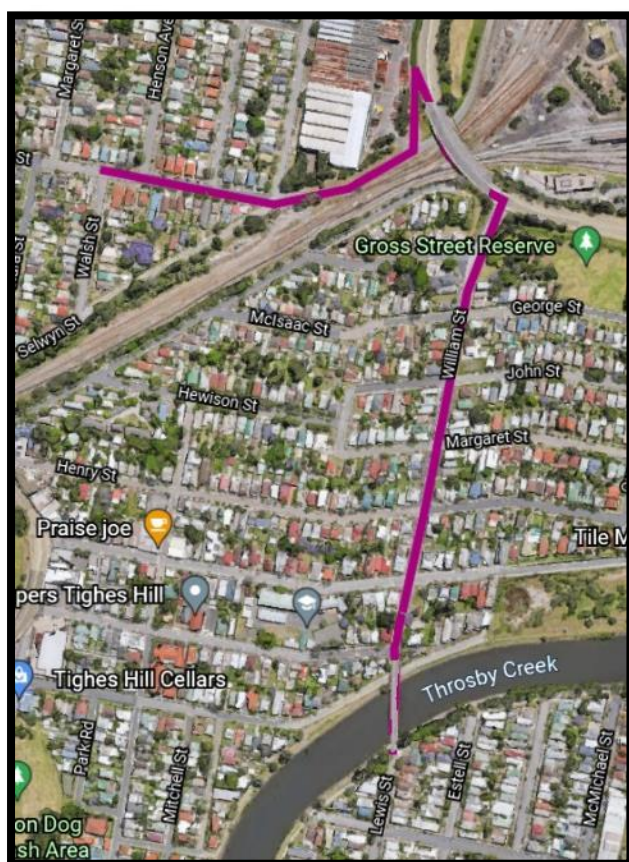


Figure 25. Map of route 9

Summary: Three comments discussed the cycle lane over the bridge being too narrow and requiring better separation from traffic (6 votes of agreement). One comment discussed the pedestrian bridge being wide enough to be a good alternative to having to ride on the road (5 votes of agreement), and another comment mentioned that segregated cycleways should be installed along the entire length of industrial drive (6 votes of agreement).

The need for better maintenance and sweeping on the cycle path over the bridge to improve safety was also discussed in four comments (29 votes of agreement).

One comment discussed liking being able to ride on Selwyn Street, so wanting the path to be extended all the way along it, with road markings making it clear to vehicles that the path is for cyclists (13 votes of agreement).

One comment mentioned liking having a path that connects Grovner and Dangar Parks (3 votes of agreement), whilst another discussed this cycleway being brilliant for the area and wondered if the footpaths could be upgraded at the same time (4 votes of agreement).

The four-way stop sign at the Elizabeth Street and William Street intersection was discussed as being very prone to accidents, with safety improvements required for bikes and pedestrians (11 votes of agreement).

The pedestrian crossing on Williams Street (near Bryant Street) was discussed across three comments as being unsafe due to vehicles sometimes not stopping for people to cross, with the need for lighting, a speed bump a ramp on the kerb for bikes, wheelchairs and prams (16 votes of agreement).

Theme	Comment	Agree	Disagree
Something I like	This would be fantastic- path from Grovner park around to Dangar area	3	
	This cycleway would be a brilliant! The footpaths on William St are in terrible condition and curb ramps are missing. Is there an opportunity to improve the footpaths too?	4	
Ideas and Suggestions	We like to ride all the way down Selwyn street to the berths and harbour and back to Mounter street. I see other people running, walking and riding this route too. It's wide, flat and relatively straight so great for cycling. Would be awesome to have road markings for a bike path to assist trucks and cars to understand its potential purpose too. If that route could be included on this study.	13	
	This pedestrian bridge is a good alternative to riding on the road and is already relatively wide. It needs to be maintained however, as it is often overgrown.	5	
	Regular maintenance and sweeping should occur in the cycle lanes over this bridge. There was an ironing board in the north bound lane for 6 months last year, not to mention the 6 inch deep gravel layer always here.	17	
	The bike path on Industrial Drive across the Railway Overpass needs to be better separated from vehicular traffic & better maintained		
	Light should be installed at pedestrian crossing	4	
	Dangerous Crossing. Cars regularly do not see you waiting to cross and drive straight through. Would help if there was a speed bump for the zebra crossing.	7	
	Zebra crossing here doesn't even have a ramp on either side for bikes/wheelchairs/prams. Especially problematic being just down the street from a primary school.	5	
Concerns	This cycle lane is narrow going over the railway bridge particularly when trucks cut the corner. There is always a lot of debris on either side of this section on Industrial Dr, it requires regular cleaning.		

	This particular stretch of road is extremely unsafe to ride on (the bridge particularly). The amount of loose gravel and other debris makes it a very uneven surface. Not to mention the risk of injury from said debris hitting cyclists. I've had my front passenger car window explode from a passing truck that flicked up a stone in that spot, hate to imagine the consequence if I'd been on my bike. The allocated pedestrian lane is equally unfavourable. I avoid it entirely.	7	
	Dangerous intersection .4 way stop signs on a hill. High foot and Bike traffic competing with through cars and trucks. There have been recent accidents between cars and bike riders here. A solution is required to make it safer for bikes and pedestrians accessing the Throsby bike path.	11	

Specific routes: Route 10

Route 10 runs from Maitland Road to Islington Park, starting from Carrington Street and ending with River Ct Rd bridge. The route goes by TAFE Newcastle Campus.

	44 votes of agreement		4 votes of disagreement
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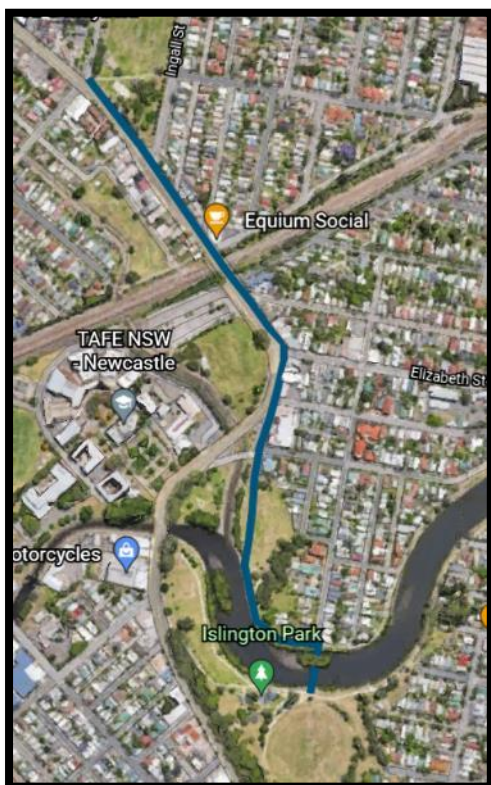


Figure 26. Map of route 10

Summary: A total of 21 separate comments were made discussing significant safety issues with the bridge crossing over the railway line, with the path being too narrow to safely cross (especially if there is more than one cyclist or pedestrians also crossing). The narrow path places cyclists too close to vehicles and the need for a wide and

segregated cycle path was discussed. As this is already used as a cycle path, urgent attention was discussed as being required (334 votes of agreement were made across all comments).

Two comments were made that raised concerns over a blind spot from parked vehicles when joining the Pacific Highway from Henry Street (4 votes of agreement).

Nine comments discussed concerns about having a cycle path through the off-leash dog park, and the potential dangers and conflict this could create (59 votes of agreement). Whilst two comments discussed liking the possibility of having a cycle path to the park and it being a nice alternative to Maitland Road (25 votes of agreement, 19 votes of disagreement), the path would need to be outside of the off-leash area to be acceptable to the dog owners of the park.

Two comments raised concerns about the River Ct Road bridge crossing over Throsby Creek being too narrow for both cyclists and pedestrians to cross, especially if multiple people are crossing in opposite directions. One of the comments additionally suggested that cyclists should be required to dismount to cross (12 votes of agreement, 9 votes of disagreement).

Theme	Comment	Agree	Disagree
Something I like	(In reference to Maitland Road/Pacific Highway bridge over the railway) Install pedestrian/ bike bridge here	11	
	I like the idea of having a cycleway that I can ride to the park	19	7
	(In reference to Islington off-leash dog park) I really like the idea of a bike path here. A great alternative to the current route going along Maitland Road.	6	12
Ideas and Suggestions	(In reference to Maitland Road/Pacific Highway bridge over the railway) Both railway crossings need to be wider so a bike rider and walker can move across at once. In NZ they often "hang" bike paths off bridges, so is possible,	7	
	To be able to cycle the length of Maitland Road/ Pacific highway Mayfield East into Newcastle West would be fantastic. And have it join up to the new cycle Paths in Hunter street. I usually ride through Tighes Hill onto the Throsby Creek track and past Carrington to work as the roads are too dangerous to ride on. But there is way too much traffic on these paths. Needing to ride behind walkers and not being able to overtake with people coming the other way.	20	
	(In reference to Maitland Road/Pacific Highway bridge over the railway) This bridge is a fatality waiting to happen. The only alternative is the footpath which is too narrow- I get off and walk. It needs a wider off road section- needs bridge widening. I turn left after the bridge and go along Ferndale and Margaret- over the Throsby and onto the bike path there	2	
	(In reference to Maitland Road/Pacific Highway bridge over the railway) In lieu of the bridge being replaced/upgraded, the two narrow eastbound traffic lanes could be merged into one wider lane, allowing a dedicated bike lane to be incorporated.	7	

	(In reference to Maitland Road/Pacific Highway bridge over the railway) A separate crossing is required here for cycling. The road is too dangerous and the path is not wide enough.	9	
	(In reference to Maitland Road/Pacific Highway bridge over the railway) Install Pedestrian and bike bridge here	4	
	(In reference to Maitland Road/Pacific Highway bridge over the railway) Overall, this bridge is in dire need of upgrades. It is unsafe for all who travel over it, whether they are pedestrians, motorists, or cyclists. Upgrades for all modes of transport are required. Dedicated cycle lanes over the bridge would avoid congestion on the pedestrian path which often occurs.	30	
	(In reference to Maitland Road/Pacific Highway bridge over the railway) How many \$Billions worth of coal has travelled under this bridge? The least the coal industry could do is provide a proper pedestrian and cycle path over it. Here and in a few other locations.	19	
	(In reference to Maitland Road/Pacific Highway bridge over the railway) A dedicated Cycle lane on Maitland Rd across the Railway Overpass is required.		
	Please don't put a cycleway near an off-leash area. its bad enough having pedestrians walking on a cycleway with dogs on a long leash/no leash, let alone asking for a hoard of dogs off leash	17	
Concerns	(In reference to Maitland Road/Pacific Highway bridge over the railway) Cycling over from Mayfield to Tighes hill is a very dangerous experience due to road width and a lack of infrastructure.	33	
	(In reference to Maitland Road/Pacific Highway bridge over the railway) Walking Bridge is too narrow for bikes. Safer to be on Road here.		
	(In reference to Maitland Road/Pacific Highway bridge over the railway) The path is not wide enough for a bike and let alone a bike and pedestrian. Road is not safe enough to ride with child on back.	32	
	(In reference to Maitland Road/Pacific Highway bridge over the railway) The pedestrian path on each side are dangerous, acknowledged, but the guardrail being cut to allow ppl to cross at the peak of the bridge is ridiculous	13	
	(In reference to Maitland Road/Pacific Highway bridge over the railway) Bridge needs dedicated bike lane, way too dangerous at the moment.		

	(In reference to Maitland Road/Pacific Highway bridge over the railway) This narrow bridge section is dangerous. No safe social distancing. No clear line of sight from one end to the other due to curved barricade and overhanging trees. The road doesn't have a safe bike lane but this is a main thoroughfare from Mayfield to Tighes Hill dog park, Islington Park and related cycleway through to Wickham. Lack of clear sight means people don't wait for each other, bike riders shoot through running into pedestrians and dogs.	37	
	(In reference to Maitland Road/Pacific Highway bridge over the railway) This bridge is extremely dangerous for everyone that uses it, ESPECIALLY pedestrians and cyclists. It requires alterations ASAP	41	
	(In reference to Maitland Road/Pacific Highway bridge over the railway) Extremely dangerous spot- if you ride on road, drivers give death threats (and have seen a car collect a bike), and the bridge overpass is way too narrow for a bike (or even pedestrians). The cycleway from Islington Park into town is heavily used, there needs to be a connection from Mayfield to this path that is safe for all especially with so many families utilising it.		
	(In reference to Maitland Road/Pacific Highway bridge over the railway) This overpass is very narrow to ride over	40	
	(In reference to Maitland Road/Pacific Highway bridge over the railway) The railway bridge and this section of Maitland Road is too narrow and dangerous. It needs a separate cycle bridge to be constructed beside the existing bridge and a dedicated cycleway to get to Islington park	25	
	There is no ability to turn into the student car park here when coming from Mayfield. Creating the option to do so would decrease early morning traffic in the small suburb of Tighes Hill where everyone goes to turn around and get on the other side of the road in order to park at TAFE early mornings.	1	
	(In reference to Henry Street and Pacific Highway intersection) Massive blind spot when crossing back towards Mayfield. Remove kerbside parking to allow for more visibility.	2	
	(In reference to Henry Street and Pacific Highway intersection) Blind corner on footpath, concerned about bike on bike or bike pedestrian collisions	4	
	(In reference to Tighes Terrace) Confusing dogleg intersection. Have observed and have been involved with many near misses as a driver, cyclist and pedestrian. One way traffic on old tram bridge, obstructed view at corner of Liquor store and one way in front air conditioner premises . A mess.	9	
	Carparking. Cyclists + cars arriving and leaving + excited dogs on leads approaching off lead area + dogs , people and prams being unloaded/loaded = not a good idea.	9	1

	It will defeat the purpose of improving cycleways if it comes at the expense of dogs in the off lead area. Just prioritising one community group over another.	2	
	Don't put a cycle path through a dedicated dog park. Putting a fence up that prevents the dogs from accessing the water will create a lot of antagonism.	3	
	What do the two coloured lines here mean? is this pedestrian path and cycle path? This idea only makes sense if the union street bridge is turned into a cycle path which I really don't think is a good idea. It will also require extensive consultation with the dog park community who would have to have a fence between the park and these paths, possible with a gate or two for careful access but there's no way you could leave dogs running around off leash across a cycle path and foot path	15	
	I'm all for cycling, but I'm all for dogs having an area they can run care free and not have cyclists streaming through. It's not ideal for the dogs or the cyclists if they get chased. Plus they will have to dismount to get through to gates	5	
	This is an off lease dog area and I feel it would really unsafe for both cyclists and the dogs to have a path going through this area.	3	
	This is an off leash dog park, combining cyclists with dogs running around will see an increase in accidents. Who will have right of way? If a dog or cyclist or owner gets injured who will be liable? Can the cycle path be through the park where dogs must be kept on the leash? What was the point of enclosing the dog park to then open it up as a cycle path?	5	
	(In reference to Islington off-leash dog park) Leave this park as a green space.		
	Most of this section between here and Hannel street is used for car access to houses, and thus not safe for use as a cycle way. Definitely oppose a cycle path here.	1	5
	(In reference to River Ct Road over Throsby Creek) This footbridge should be for pedestrians only and the occasional bike (which should probably be asked to dismount to cross) There's no way it can handle a more concentrated bike activity. Definitely do not support this idea.	4	9
	(In reference to River Ct Road over Throsby Creek) Can't see how this could work- the problem is that the bridge is too narrow. problems with pedestrians, dog walkers, children playing, can't fit two bikes going either direction.	8	

Specific routes: Route 11

Route 11 runs from Moolcha Street to Islington Park, via Maitland Road and River Circuit Road bridge, with the route by TAFE Newcastle Campus.



22 votes of agreement



2 votes of disagreement



Figure 27. Map of route 11

Summary: As with Route 10 (due to overlap with the paths) comments discussed significant safety concerns in relation to the Maitland Road/Pacific Highway path over the railway line being too narrow and putting cyclists dangerously close to fast traffic. Comments overlapping with Route 10 also included dislike for a path to travel through Islington off-leash dog park and the bridge over Throsby Creek on River Ct Road being too narrow for both cyclists and pedestrians to use (see Route 10 summary for further details).

One comment discussed the need for speed cushions or a raised crossing at Silsoe Street and Moolcha Street intersection.

Two comments discussed the route joining Moolcha Street and the Maitland Road/Pacific Highway railway crossing being a nice space for a bike path, offering access to shops and schools without traveling on the main roads.

One comment discussed the west side of Maitland Road/Pacific Highway being more suitable to a bike path, with the volume of traffic requiring that a separate cycle path is built, not one incorporated into a road lane (9 votes of agreement, 1 vote of disagreement).

Three comments discussed safety issues at the Throsby Creek bridge in relation to the path being too narrow, especially when traveling with children (28 votes of agreement).

Theme	Comment	Agree	Disagree
Something I like	(In reference to Maitland Road/Pacific Highway bridge over the railway) Install pedestrian/ bike bridge here	11	
	I like the idea of having a cycleway that I can ride to the park	19	7
	(In reference to Islington off-leash dog park) I really like the idea of a bike path here. A great alternative to the current route going along Maitland Road.	6	12
	(In reference to west side of Maitland Road) I like the option of a cycleway on this side of Maitland road rather than the other side. Because the traffic moves so quickly here I think it would work best to make alterations to widen the footpath and create a separate cycleway and footpath away from the road rather than use the treatment that has just been used on Hunter Street. I don't think it would provide enough safety from the passing traffic	9	1
Ideas and Suggestions	Suggest local narrowing and speed cushions or a raised crossing		
	(In reference to Maitland Road/Pacific Highway bridge over the railway) Both railway crossings need to be wider so a bike rider and walker can move across at once. In NZ they often "hang" bike paths off bridges, so is possible,	7	
	To be able to cycle the length of Maitland Road/ Pacific highway Mayfield East into Newcastle West would be fantastic. And have it join up to the new cycle Paths in Hunter street. I usually ride through Tighes Hill onto the Throsby Creek track and past Carrington to work as the roads are too dangerous to ride on. But there is way too much traffic on these paths. Needing to ride behind walkers and not being able to overtake with people coming the other way.	20	
	(In reference to Maitland Road/Pacific Highway bridge over the railway) This bridge is a fatality waiting to happen. The only alternative is the footpath which is too narrow- I get off and walk. It needs a wider off road section- needs bridge widening. I turn left after the bridge and go along Ferndale and Margaret- over the Throsby and onto the bike path there	2	
	(In reference to Maitland Road/Pacific Highway bridge over the railway) In lieu of the bridge being replaced/upgraded, the two narrow eastbound traffic lanes could be merged into one wider lane, allowing a dedicated bike lane to be incorporated.	7	
	(In reference to Maitland Road/Pacific Highway bridge over the railway) A separate crossing is required here for cycling. The road is too dangerous and the path is not wide enough.	9	

	(In reference to Maitland Road/Pacific Highway bridge over the railway) Install Pedestrian and bike bridge here	4	
	(In reference to Maitland Road/Pacific Highway bridge over the railway) Overall, this bridge is in dire need of upgrades. It is unsafe for all who travel over it, whether they are pedestrians, motorists, or cyclists. Upgrades for all modes of transport are required. Dedicated cycle lanes over the bridge would avoid congestion on the pedestrian path which often occurs.	30	
	(In reference to Maitland Road/Pacific Highway bridge over the railway) How many \$Billions worth of coal has travelled under this bridge? The least the coal industry could do is provide a proper pedestrian and cycle path over it. Here and in a few other locations.	19	
	(In reference to Maitland Road/Pacific Highway bridge over the railway) A dedicated Cycle lane on Maitland Rd across the Railway Overpass is required.		
	Please don't put a cycleway near an off-leash area. its bad enough having pedestrians walking on a cycleway with dogs on a long leash/no leash, let alone asking for a hoard of dogs off leash	17	
	(In reference to east of Moolcha Street before joining Maitland Road/Pacific Highway) This would be a perfect path to make a more formal bike path to offer a connection off the main road to Mayfield shops and for local high school kids to ride safely from Tighes hill/ Islington / Maryville to Callaghan college Waratah and the train station		
	(In reference to east of Moolcha Street before joining Maitland Road/Pacific Highway) This back route travelling west is better than Maitland Road, but you still need some safe way of getting over the coal lines		
	Either provide a shared path along Maitland Road or follow Throsby Creek through the TAFE	2	
Concerns	(In reference to Maitland Road/Pacific Highway bridge over the railway) Cycling over from Mayfield to Tighes Hill is a very dangerous experience due to road width and a lack of infrastructure.	33	
	(In reference to Maitland Road/Pacific Highway bridge over the railway) Walking Bridge is too narrow for bikes. Safer to be on Road here.		
	(In reference to Maitland Road/Pacific Highway bridge over the railway) The path is not wide enough for a bike and let alone a bike and pedestrian. Road is not safe enough to ride with child on back.	32	
	(In reference to Maitland Road/Pacific Highway bridge over the railway) The pedestrian path on each side are dangerous, acknowledged, but the guardrail being cut to allow ppl to cross at the peak of the bridge is ridiculous	13	

	(In reference to Maitland Road/Pacific Highway bridge over the railway) Bridge needs dedicated bike lane, way too dangerous at the moment.		
	(In reference to Maitland Road/Pacific Highway bridge over the railway) This narrow bridge section is dangerous. No safe social distancing. No clear line of sight from one end to the other due to curved barricade and overhanging trees. The road doesn't have a safe bike lane but this is a main thoroughfare from Mayfield to Tighes Hill dog park, Islington Park and related cycleway through to Wickham. Lack of clear sight means people don't wait for each other, bike riders shoot through running into pedestrians and dogs.	37	
	(In reference to Maitland Road/Pacific Highway bridge over the railway) This bridge is extremely dangerous for everyone that uses it, ESPECIALLY pedestrians and cyclists. It requires alterations ASAP	41	
	(In reference to Maitland Road/Pacific Highway bridge over the railway) Extremely dangerous spot- if you ride on road, drivers give death threats (and have seen a car collect a bike), and the bridge overpass is way too narrow for a bike (or even pedestrians). The cycleway from Islington Park into town is heavily used, there needs to be a connection from Mayfield to this path that is safe for all especially with so many families utilising it.		
	(In reference to Maitland Road/Pacific Highway bridge over the railway) This overpass is very narrow to ride over	40	
	(In reference to Maitland Road/Pacific Highway bridge over the railway) The railway bridge and this section of Maitland Road is too narrow and dangerous. It needs a separate cycle bridge to be constructed beside the existing bridge and a dedicated cycleway to get to Islington park	25	
	There is no ability to turn into the student car park here when coming from Mayfield. Creating the option to do so would decrease early morning traffic in the small suburb of Tighes Hill where everyone goes to turn around and get on the other side of the road in order to park at TAFE early mornings.	1	
	(In reference to Henry Street and Pacific Highway intersection) Massive blind spot when crossing back towards Mayfield. Remove Kerbside parking to allow for more visibility.	2	
	(In reference to Henry Street and Pacific Highway intersection) Blind corner on footpath, concerned about bike on bike or bike pedestrian collisions	4	

	(In reference to Tighes Terrace) Confusing dogleg intersection. Have observed and have been involved with many near misses as a driver, cyclist and pedestrian. One way traffic on old tram bridge, obstructed view at corner of Liquor store and one way in front air conditioner premises . A mess.	9	
	Carparking. Cyclists + cars arriving and leaving + excited dogs on leads approaching off lead area + dogs , people and prams being unloaded/loaded = not a good idea.	9	1
	It will defeat the purpose of improving cycleways if it comes at the expense of dogs in the off lead area. Just prioritising one community group over another.	2	
	Don't put a cycle path through a dedicated dog park. Putting a fence up that prevents the dogs from accessing the water will create a lot of antagonism.	3	
	What do the two coloured lines here mean? is this pedestrian path and cycle path? This idea only makes sense if the union street bridge is turned into a cycle path which I really don't think is a good idea. It will also require extensive consultation with the dog park community who would have to have a fence between the park and these paths, possible with a gate or two for careful access but there's no way you could leave dogs running around off leash across a cycle path and foot path	15	
	I'm all for cycling, but I'm all for dogs having an area they can run carefree and not have cyclists streaming through. It's not ideal for the dogs or the cyclists if they get chased. Plus they will have to dismount to get through to gates	5	
	This is an off lease dog area and I feel it would be really unsafe for both cyclists and the dogs to have a path going through this area.	3	
	This is an off leash dog park, combining cyclists with dogs running around will see an increase in accidents. Who will have right of way? If a dog or cyclist or owner gets injured who will be liable? Can the cycle path be through the park where dogs must be kept on the leash? What was the point of enclosing the dog park to then open it up as a cycle path?	5	
	(In reference to Islington off-leash dog park) Leave this park as a green space.		
	Most of this section between here and Hannel Street is used for car access to houses, and thus not safe for use as a cycle way. Definitely oppose a cycle path here.	1	5
	(In reference to River Ct Road over Throsby Creek) This footbridge should be for pedestrians only and the occasional bike (which should probably be asked to dismount to cross) There's no way it can handle a more concentrated bike activity. Definitely do not support this idea.	4	9

	(In reference to River Ct Road over Throsby Creek) Can't see how this could work- the problem is that the bridge is too narrow. problems with pedestrians, dog walkers, children playing, can't fit two bikes going either direction.	8	
	This area is very dangerous. The footpath aligns with the road an actually cambers towards the road making it dangerous particularly for kids. It would be great to wide. This section and erect a safety barrier.	18	
	a tricky spot here with the footpath on the bridge. This will be difficult to widen and I imagine the plan isn't to limit Maitland Rd to a single lane? A separate cycleway bridge adjacent to the existing one would be ideal if budget allowed.	8	
	The current raised footpath here is very worrying to cross on either side, especially with children. Any alternative that allowed a wider and more safely separated path for pedestrians and bikes would be great	2	
	No option to turn into the student car park here when coming from Mayfield. This causes people to go through Tighes Hill to turn around and get on the opposite side of the road... basically causing more traffic for the small suburb of Tighes Hill when everyone is trying to get to work and school in the mornings. An option to turn into the car park here from either side of the lane would highly beneficial.		
	(In reference to Maitland Road and Tighes Terrach intersection) Upgrade signals to include cycle lanterns		

Specific routes: Route 12

Route 12 runs from TAFE Newcastle Campus to Islington Park via Chinchin Street and Hubbard Street.

	25 votes of agreement		0 votes of disagreement
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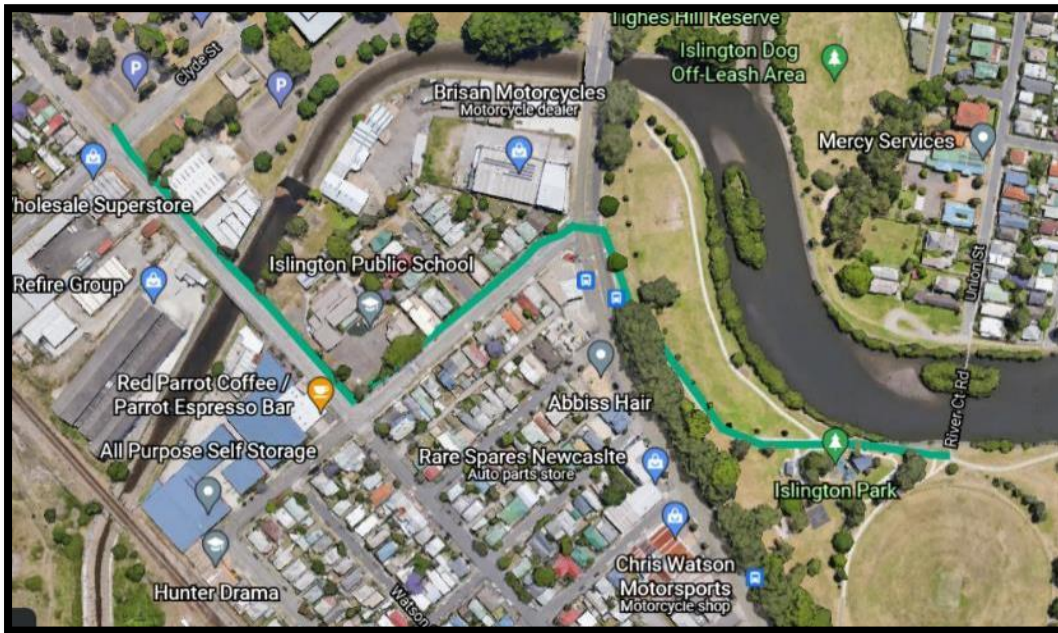


Figure 28. Map of route 12

Summary: Three comments discussed the path north of the Islington Park playground being too narrow, with near misses often occurring from people stepping onto the path without checking for cyclists and the need for clearer signage notifying cyclists to slow down, possibly even requiring dismounting to pass (14 votes of agreement, 3 votes of disagreement).

One comment liked the path running along the northwest section of Islington Park, stating that it is a nice wide path with easy access (12 votes of agreement).

One comment stated that they would like the Waratah station bike path to connect to the paths in Islington Park and continue into the city (12 votes of agreement).

One comment raised concerns that cars queuing to turn left at the Hubbard Street and Maitland Road intersection often cross the solid line and block access to the footpath and bike crossing (18 votes of agreement).

One comment discussed the need for a reduced speed limit on Hubbard Street to improve safety (5 votes of agreement).

Improved safety at the Hubbard Street and Chichen Street intersection was discussed in two comments, with one stating stop signs are required (7 votes of agreement) and the other asking for a painted box on the road in front of the give way line for cars.

Three comments discussed Chichen Street being dangerous with parked vehicles reducing visibility and car doors opening in front of cyclists (25 votes of agreement).

One comment stated that riding on Clyde Street is very dangerous (12 votes of agreement).

At the Clyde Street and Chichen Street intersection 15 comments raised strong concerns about safety, with traffic lights or a roundabout greatly needed due to frequent near misses (and even accidents) with cyclists. Work conducted on the intersection was referenced as being insufficient (87 votes of agreement).

Theme	Comment	Agree	Disagree
Something I like	(In reference to the path in the north west section of Islington Park) It's a nice wide path in a park, I like that you can easily cross the road at the lights too.	13	
	Would use bike path from Waratah station if it connected to the paths in Islington park and onto the city.	10	
Ideas and Suggestions	(In reference to path north of Islington Park playground) Suggest widening to 5m and separating pedestrians and cyclists	3	
	A 30km/hr speed limit on Hubbard St and surrounding residential streets would make it safer for those walking and on bikes. It would be good for getting children to ride bikes to Islington Public school or to Islington Park. The effect on travel times for cars would likely be insignificant. This effect is commonly overestimated and doesn't outweigh the great benefits to all other road users.	5	
	(In reference to the Clyde Street and Chinchin Street intersection) Green painted cycle lane for people going straight on Chinchin st. This will separate and protect cyclist who is going straight on the road from cars and cyclist turning left.	1	
	(In reference to the Clyde Street and Chinchin Street intersection) This intersection is often very busy and lines are not well indicated. A roundabout would ease congestion and allow for easier flow of traffic (both cars and bikes), if not traffic lights.	5	
	(In reference to the Clyde Street and Chinchin Street intersection) Install a speed hump approaching the intersection on Clyde Street to slow traffic down before the intersection with Chinchin Street. So many cars are too aggressive towards bikes at this intersection - force the cars to slow down and the risks will be greatly reduced	5	
	(In reference to the Clyde Street and Chinchin Street intersection) This intersection literally couldn't be any more dangerous for cyclists	15	
	(In reference to the Clyde Street and Chinchin Street intersection) Need traffic lights here	6	
	(In reference to the Clyde Street and Chinchin Street intersection) Zebra crossing on each side of this intersection with priority to its users, would at least allow some protection for crossing the intersection safely, with or without a bike	2	
	(In reference to the Clyde Street and Chinchin Street intersection) Where are the promised traffic lights that were due to be completed by Jan 2020? I've seen too many accidents and near misses with cars, bike riders and pedestrians.	6	
	(In reference to the Clyde Street and Chinchin Street intersection) Build an overpass for bikes/ Pedestrians. Very dangerous and so close to a primary school.		

Concerns	(In reference to path north of Islington Park playground) I am a regular cyclist. I see far too many people using these pathways for "vigorous cycling sport" rather than as a shared pathway for commuting / leisure cycling – therefore, they go way too fast!! I often feel anxious that a small child, toddler, or dog, will get run over. I wouldn't mind having a rule to "dismount" around the playground area or a fence around the playground? SLOW DOWN signs don't stop people from going fast along the Honeysuckle. I am not sure of the solution, open to ideas	3	3
	(In reference to path north of Islington Park playground) It gets busy here and can be a bit dangerous because the shared path is right next to the playground. Some walk onto the path without checking who's coming and some cycle too quickly because there is no infrastructure, apart from a sign, to encourage them to slow down. While cyclists should slow here as per the signs, give way to pedestrians and use their bell, near misses happen. the path is very narrow and perhaps doesn't give enough room for error.	8	
	Cars queuing to turn left at the intersection always stop on top of the solid line marked exit from the road to the footpath for cyclists. This blocks access to the footpath and bike crossing over Maitland Road. You can even see this in the aerial photo	18	
	This section of Chinchin Street is in very poor surface condition for cycling. The cycle lane is hard against parked cars creating danger from opening doors. there are pot holes in the cycle lane causing riders to swerve into the car lane. The cycle lane just ends heading north west at the intersection of Clyde Street which encourages cars to cut you off when they want to turn left.	22	
	Chinchin st footpaths need to accommodate children riding to school. Better surface, crossings and width needed as this street is too busy with too many parked cars for kids to be riding on.	3	
	The current line marking on southern side of Chin Chen Street is dangerous for cyclists. It has a solid line off the curb that cars park within. In then has a very narrow broken line then a wider solid lane with a cycle symbol on it. A parked car opening it's door whilst the bike is within it's supposed lane will collect the cyclist. Some safer planning about the interaction between parked vehicles and moving cyclists is required here.		
	From The Tafe heading towards the Showground. The ride down Clyde Street is very dangerous.	12	
	(In reference to the Clyde Street and Chinchin Street intersection) This intersection is a nightmare for children walking and cycling to school. The temporary relocation of the crossing has made the situation worse as cars often park over it removing any viability.	6	
	(In reference to the Clyde Street and Chinchin Street intersection) Currently a very dangerous intersection for cyclists	6	
	(In reference to the Clyde Street and Chinchin Street intersection) Desperately needs traffic lights, dedicated cycle lane etc. As well as other concerns mentioned here, cars turning right from Clyde St onto Chinchin, towards Islington, cut the corner very badly, it is dangerous for cyclists waiting for their right of way at the intersection.	4	

	(In reference to the Clyde Street and Chinchon Street intersection) My neighbour doesn't ride anymore because they were hit here	5	
	(In reference to the Clyde Street and Chinchon Street intersection) Busy intersection, dangerous for cyclists		
	(In reference to the Clyde Street and Chinchon Street intersection) Have had so many close calls here, work started here ages ago and still hasn't been finished	6	
	(In reference to the Clyde Street and Chinchon Street intersection) I know you started to fix this, but it is so dangerous right now. I see near misses and actual incidents regularly. More kids would ride to school, and more people would go to work this way if the lights were working.	8	
	(In reference to the Clyde Street and Chinchon Street intersection) This intersection can be busy and dangerous. Improvements have been made for cyclists with a crossing, but long waits in traffic mean drivers take risks. A roundabout or lights please!	12	

Specific routes: Route 13

Route 13 runs from University of Newcastle to Carandotta Street via Ring Road, Warabrook Station, Eucalyptus Circuit, Warabrook Blvd and Casuarina Circuit.

	26 votes of agreement		1 vote of disagreement
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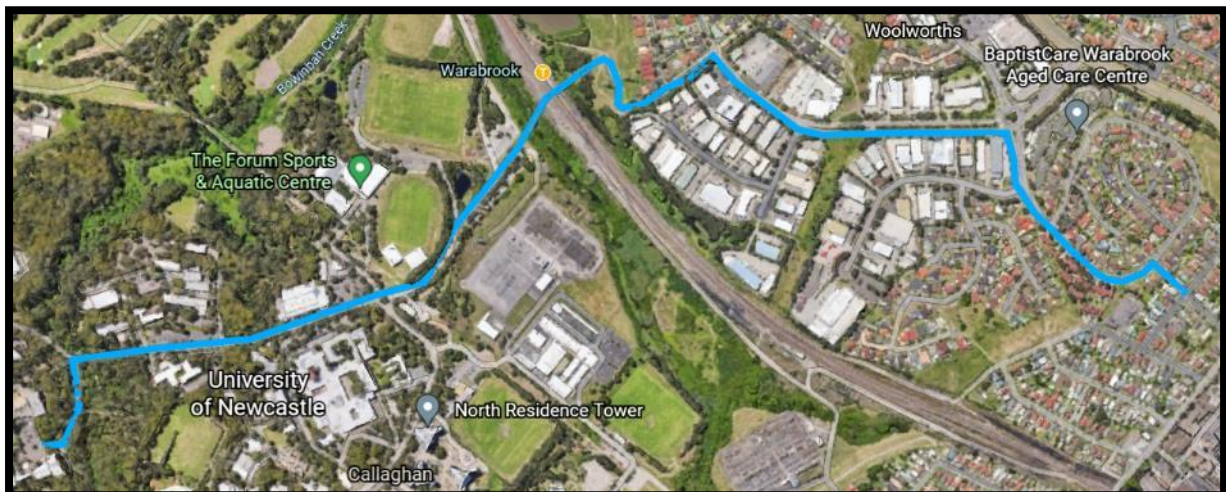


Figure 29. Map of route 13

Summary: One comment stated that the streets along Callaghan campus are ideal for a cycleway (2 votes of agreement).

One comment was supportive of having a cycleway following the trainline (5 votes of agreement), and another stated that connecting the University, Warabrook train station and Mayfield would be great.

One comment discussed wanting the bridge by Warabrook Station to be upgraded to allow cyclists to ride over it (without being required to dismount). It was suggested that one of the upgrades required would be to increase the railing height, which could also reduce dumping into Boatman Creek (10 votes of agreement).

One comment discussed Casuarina Circuit being a good path off the main roads to link up with the train station.

Theme	Comment	Agree	Disagree
Something I like	Streets in and along Callaghan Campus ideal for a cycle way	2	
	Yes, make a cycleway following the train line.	5	
	Connecting the uni, Warabrook train station, Warabrook and into mayfield would be great!		
	(In reference to Casuarine Circuit) Good path off main roads to link up to train station		
Ideas and Suggestions	(In reference to bridge at Warabrook Station) According to signage, bicycles are not meant to be ridden over this bridge. Improvement of bridge to allow this would be nice, especially if a cyclist is wearing cleated cycling shoes that are uncomfortable to walk in. I believe part of problem may stem from low railing height. Increasing the railing height would also alleviate the issue of dumping into boatman creek, objects thrown at trains, and potential suicide location	10	

Specific routes: Route 14

Route 14 runs from University of Newcastle to Carandotta Street via the shared path north of University Drive and a new bridge above railway onto Vickers Street.

	40 votes of agreement		1 vote of disagreement
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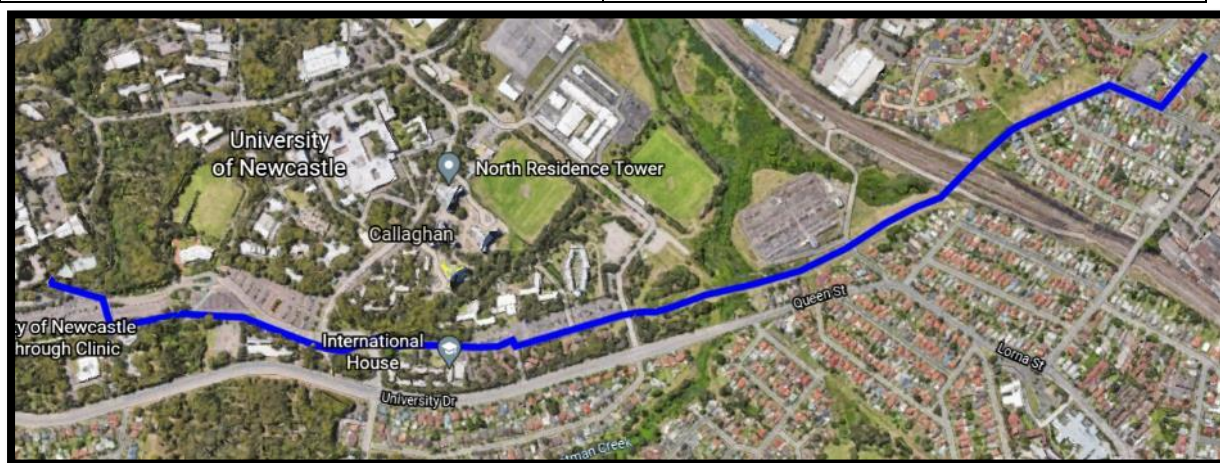


Figure 30. Map of route 14

Summary: Three comments discussed concerns about Vickers Street being a dead-end, but these would be alleviated with the addition of a new bridge crossing.

Two comments discussed possible issues with a cycleway running close to the green space on Vickers Street (north of the railway line) and the green space south of the railway line, as it is often used as an off-leash dog area.

Theme	Comment	Agree	Disagree
Concerns	(In reference to Vickers Street) Dead end street, and a park known for exercising dogs off lead here. Not safe for bicycles		
	(In reference to Vickers Street) This is a dead end road and no path across rail. Better to go through to warabrook and cross at the train station where there is public transport and a crossing already		
	(In reference to Vickers Street) How are you getting across the rail line	2	
	(In reference to green space south of railway line) This area has in the past been notorious for people exercising their dogs off lead. Would be safer to fence northern side of path to reduce interactions.		
	(In reference to path south of railway line) Dangerous- driveway entries, parked car door opening, narrow	1	

Specific routes: Route 15

Route 15 runs from Vera Street to Waratah Station, via Prince Street and Platt Street.

	31 votes of agreement		1 vote of disagreement
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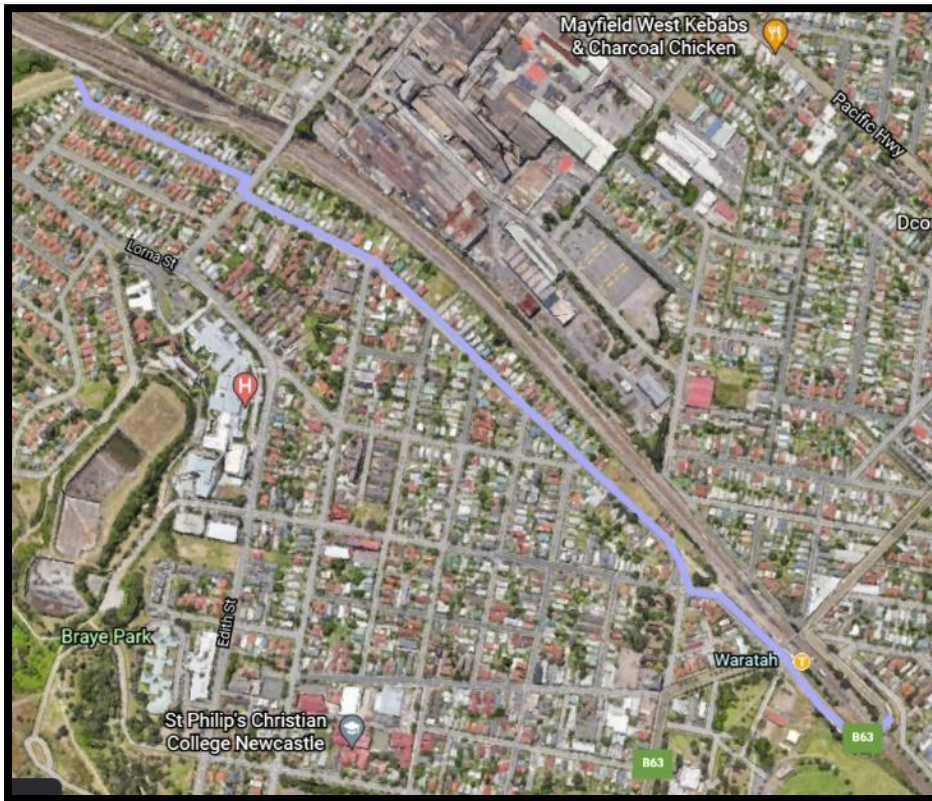


Figure 31. Map of route 15

Summary: Eight comments discussed the dangers of the Vera Street/Maud Street/Prince Street intersection, with poor line of sight from an elevated hump in the road over the bridge and the traffic island being too small that you risk being hit by turning trucks (65 votes of agreement). The addition of lights was suggested as a possible solution, though there were also three comments that wondered why a previously suggested route following the railway line and passing under the bridge was not included (18 votes of agreement).

Two comments were made in relation to the bike lane on the Railway Terrace bridge being too narrow to allow for cyclists and pedestrians to safely pass one another (10 votes of agreement).

Theme	Comment	Agree	Disagree
Ideas and Suggestions	Use the rail corridor to connect the university to waratah station	1	
	(In reference to Vera Street/Maud Street/Prince Street intersection) Install traffic lights for pedestrians and cyclists to cross Maud Street	3	

	(In reference to Vera Street/Maud Street/Prince Street intersection) What happened to the idea of the bike path following the railway and passing under the bridge to connect to the existing bike path near the substation. Cuts out a very dangerous crossing and doesn't infuriate motorists by placing another set of lights at this intersection. The last thing cyclists need is more reasons for driver aggression. Especially when you have kids on the back of your bike.	8	
	If a straight time saving path to amenities such as the Uni, TAFE in Tighes Hill Hamilton to King St . Why not run a path down the inside edge of the rail corridor which could also be combined for maintenance access. Difficult points can be bypassed around. Eliminates most car interaction and a straight line.	10	
	The Mater is a major employer, and ideally should be a transit stop for the cycleway	1	
Concerns	(In reference to Vera Street/Maud Street/Prince Street intersection) Our son almost got killed here, going down Vera Street. This is a terrible crossing made worse because the creation of a bicycle path attracts families to these dangerous crossings.		
	(In reference to Vera Street/Maud Street/Prince Street intersection) I always feel worried I'm going to get cleaned up by a truck when I need to use the little traffic island in this intersection to get across from the Uni to Mayfield. I heard there was plans for lights and no right turn, but it's as dangerous as ever still.	19	
	(In reference to Vera Street/Maud Street/Prince Street intersection) Crossing Maud Street from Vera Street to Prince Street is one of the most dangerous that I negotiate in my city-wide cycling. Primarily due to poor sight line north where traffic is shielded by the elevated hump in the road where it crosses the railway. The historic idea of having a cycle/ pedestrian path UNDER the bridge appears the best solution. I do understand the difficulty of negotiating access.	3	
	(In reference to Vera Street/Maud Street/Prince Street intersection) Impossible to cross with children on bikes. Poor visibility and very exposed to traffic.	10	
	(In reference to Vera Street/Maud Street/Prince Street intersection) Can be very difficult to cross here. Crest over bridge makes it difficult to see traffic coming from Mayfield direction. Traffic island quite small. Coming from Waratah direction requires crossing the road to use path, as no right turn permitted. While crossing road, run the risk of being hit by a vehicle turning left into Prince from Maud St.	17	

	(In reference to Vera Street/Maud Street/Prince Street intersection) Terrible to cross with children on bikes. Island is not large enough to be safe (with child on a seat on my bike). Way too busy to be a crossing. I work at the uni and my child goes to childcare at the uni. I would never let her ride her bike here. With a child on the back I have to go up the footpath to the lights to cross. Just too dangerous here.	5	
	(In reference to Railway Terrace Bridge) Foot path is too narrow on bridge for cyclists and pedestrians to pass.	6	
	(In reference to Railway Terrace Bridge) The bike lane on the road heading towards Waratah is in the kerb and channel and is off cambered to the road. it is very dangerous to ride in	4	

Specific routes: Route 16

Route 16 runs from Mayfield Medical Centre to Silsoe Street, via Rawson Street, Barclay Street, Valencia Street and along Throsby Creek, Route by Woolworths Mayfield.

	23 votes of agreement		10 votes of disagreement
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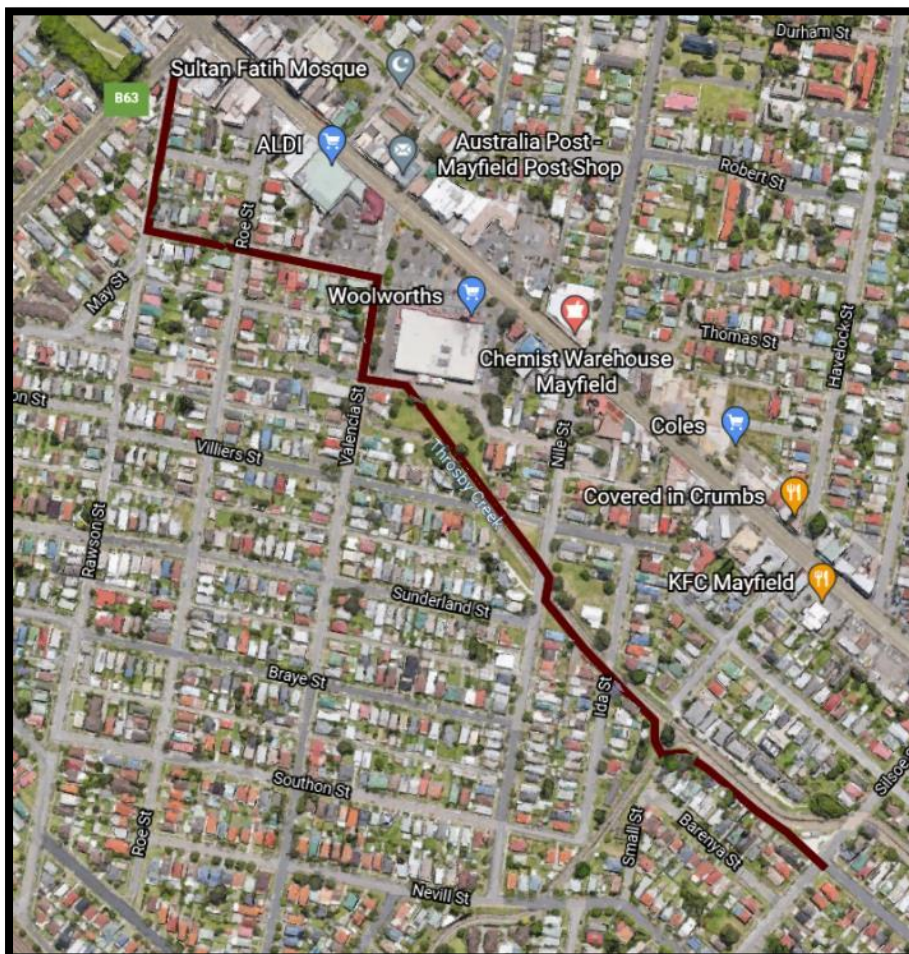


Figure 32. Map of route 16

Summary: Three comments discussed Barclay Street being too narrow and busy for a cycle path, with disruption to parking for local residents and the dangers to cyclists of vehicles turning into the carpark (12 votes of agreement, 1 vote of disagreement).

One comment discussed liking route 16 and suggesting the addition of a cycle/pedestrian bridge over the railway line between Lichfield Park and the TAFE car park, allowing Maitland Road to then be widened for vehicles (9 votes of agreement).

One comment stated that it was a good idea to have a cycleway following along the train line (5 votes of agreement).

One comment suggested that the railway line crossing to the east of Ida Street may require widening for cyclists to be able to cross (1 vote of agreement).

One comment discussed the need for traffic calming methods at the Silsoe Street and Moolcha Street intersection.

Theme	Comment	Agree	Disagree
Something I like	Route 16 via the canals in to Moolcha street would work a treat. Need a cycle/ pedestrian bridge over the railway line between Lichfield park and the tafe car park. Could then widen Maitland road for cars over the railway line, is a pinch point and dangerous . This solution solving 3 problems: pedestrian access, cycle route and traffic pinch point over the railway line.	9	
	This is a good idea to have a cycleway follow along the train line here.	5	
Ideas and Suggestions	(In reference to bridge over the railway line east of the Ida Street bridge) This bridge may need to be widened to be suitable for cyclists	1	
	(In reference to Silsoe Street and Moolcha Street intersection) Suggest local narrowing and speed cushions or a raised crossing		
Concerns	Barclay street is a pretty busy street and very narrow. Would be hard to fit a bike path here. Not enough parking as it is let alone if any work was completed to incorporate a bike path.	5	1
	This street would be too tight and it's not very direct. There's also stop signs at intersections so it wouldn't be a smooth ride. It would also interrupt parking for local residents. The road is used more than people think by cars driving down to woolworths. Would be better to access from a wider street like Rawson and come from the train line. Or have a direct line coming down the main roads.	6	

	Cars and especially trucks turning into the carpark here make it dangerous for cyclists, I ride to the Aldi all the time but get off and walk on the path this last bit because I've had so many near misses	1	
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Specific routes: Route 17

Route 17 runs from Waratah Street to Mayfield Medical Centre.

 13 votes of agreement	 0 votes of disagreement
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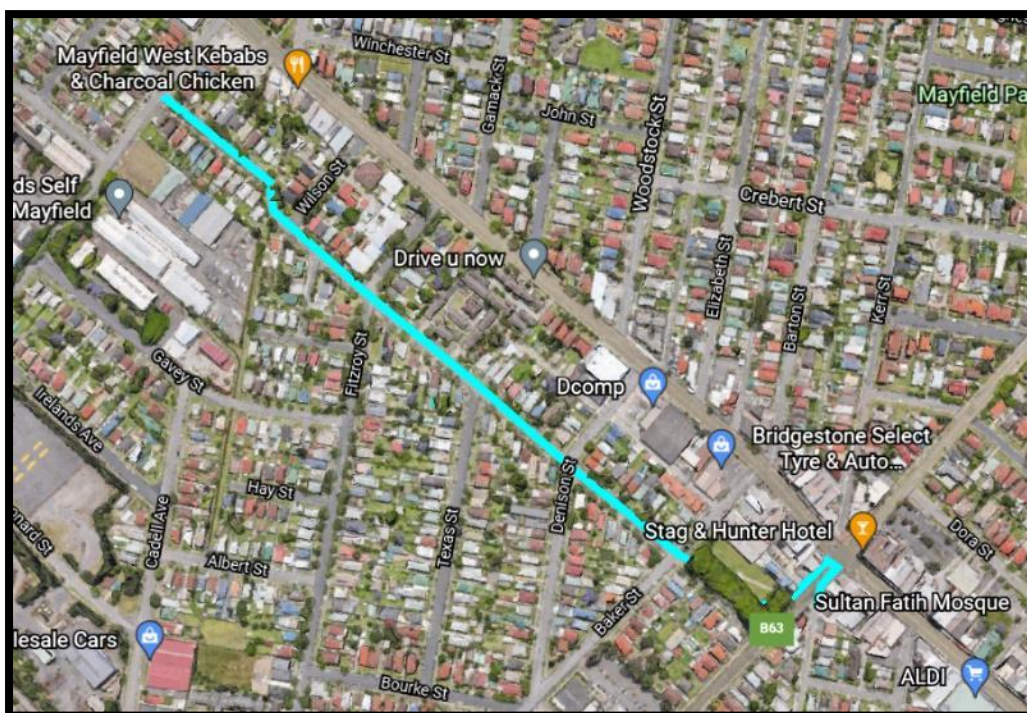


Figure 33. Map of route 17

Summary: One comment expressed concern with the volume of traffic on Waratah Street and stated that the flow of perpendicular traffic to the cycleway would need to be considered when designing the path (4 votes of agreement).

One comment stated that turning right into the bottleshop from Hanbury Street can be a blind spot for oncoming traffic, and may require a barricade to avoid accidents.

Theme	Comment	Agree	Disagree
Concerns	I currently cycle this route but find that there is a lot of traffic crossing the road. This makes me nervous especially when cycling with children. If this is to be a designated cycle route the flows of perpendicular car traffic needs to be taken into account with the design.	4	

	(In reference to Hanbury Street) Turning right to go into bottle shop, I felt this can be dangerous because of oncoming traffic coming would jam the road, and also can be a blind spot for oncoming traffic to turn to see that car stopped wanting to go to bottle shop. This would maybe add a barricade there to avoid any near miss accidents? Or traffic jammed		
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Specific routes: Route 18

Route 18 runs from Tourle Street to Waratah Street, via Maitland Road and Wilson Street.

	6 votes of agreement		1 vote of disagreement
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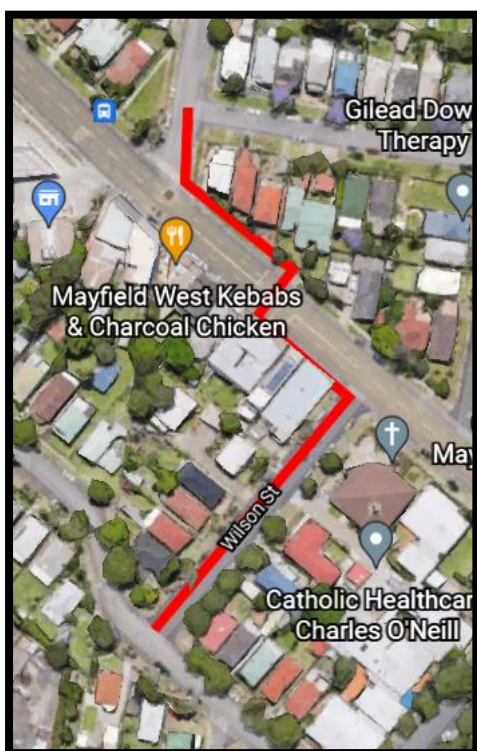


Figure 34. Map of route 18

No comments were made about route 18.

Specific routes: Route 19

Route 19 runs from Keer Street from Crebert Street to Industrial Drive, with the route going by Hunter Christian School.



5 votes of agreement



0 votes of disagreement



Figure 35. Map of route 19

Summary: One comment was made at the northern start of the route, that Industrial Drive is a very dangerous to cycle on (10 votes of agreement).

Theme	Comment	Agree	Disagree
Concerns	(In reference to Industrial Drive) Really dangerous road for cycling	10	

Specific routes: Route 20

Route 20 runs from Crebert Street to Smith Street, via Kitchener Parade, with the route going by San Clemente High School and St Columban's Primary School.



38 votes of agreement



1 vote of disagreement

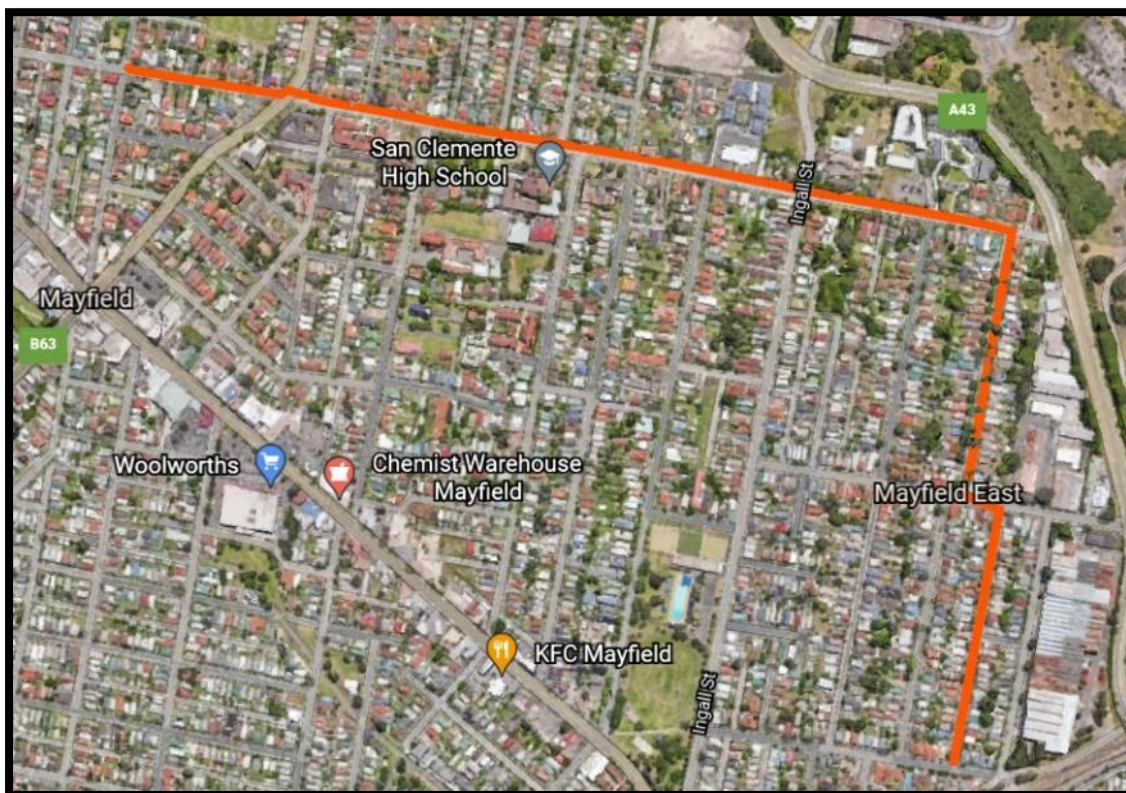


Figure 36. Map of route 20

Summary: One comment stated that they agree with having a cycle path down Crebert Street (12 votes of agreement).

One comment stated that the crossing at Vine Street and Crebert Street is very dangerous, especially for the large number of school children that use it when both walking and cycling (7 votes of agreement).

One comment discussed Crebert Street being busy and so requiring a separated cycle path with enough space for bike trailers and less experienced children on bikes (1 vote of agreement, 1 vote of disagreement).

One comment stated that the section of Crebert Street near Hinkler Street is a bit steep, with vehicles driving fast (1 vote of disagreement).

One comment discussed the high volume of traffic crossing Crebert Street when traveling between William Street and Havelock Street, making the crossing high risk for cyclists (3 votes of agreement).

One comment suggested that it would be good to connect this route with Tighes Hill (3 votes of agreement).

Theme	Comment	Agree	Disagree
Something I like	Agree about a pathway down Crebert.	12	
Ideas and Suggestions	I am not sure how this would connect up with Tighes Hill, but it would be good if this route could connect with Tighes Hill so that there is an uninterrupted cycle way from Mayfield to Tighes Hill, to Whickham cycleway and onto the Honeysuckle / CBD.	3	

Concerns	(In reference to Vine Street and Crebert Street intersection) Dangerous crossing used by many school children, both walking and riding bikes	7	
	Due to Crebert Street being a fairly busy street (one of the main streets in Mayfield), a protected cycleway would be needed and enough space for bike trailers and kids who may be less experienced on the road. The Pacific Highway / Maitland Road seems to be busy unless super protected and something would need to be done about the very narrow bridge and various blindspots.	1	1
	(In reference to Crebert Street near Hinkler Street) It's a little steep and cars seem to drive fast up and down this part of Cerbert street		1
	High traffic northbound from Havelock turning into William St makes this crossing high risk.	3	

Specific routes: Route 21

Route 21 runs from St Columban's Primary School to Henson Avenue, via Robert Street, Curtis Street, Hann Street and George Street.

	12 votes of agreement		4 votes of disagreement
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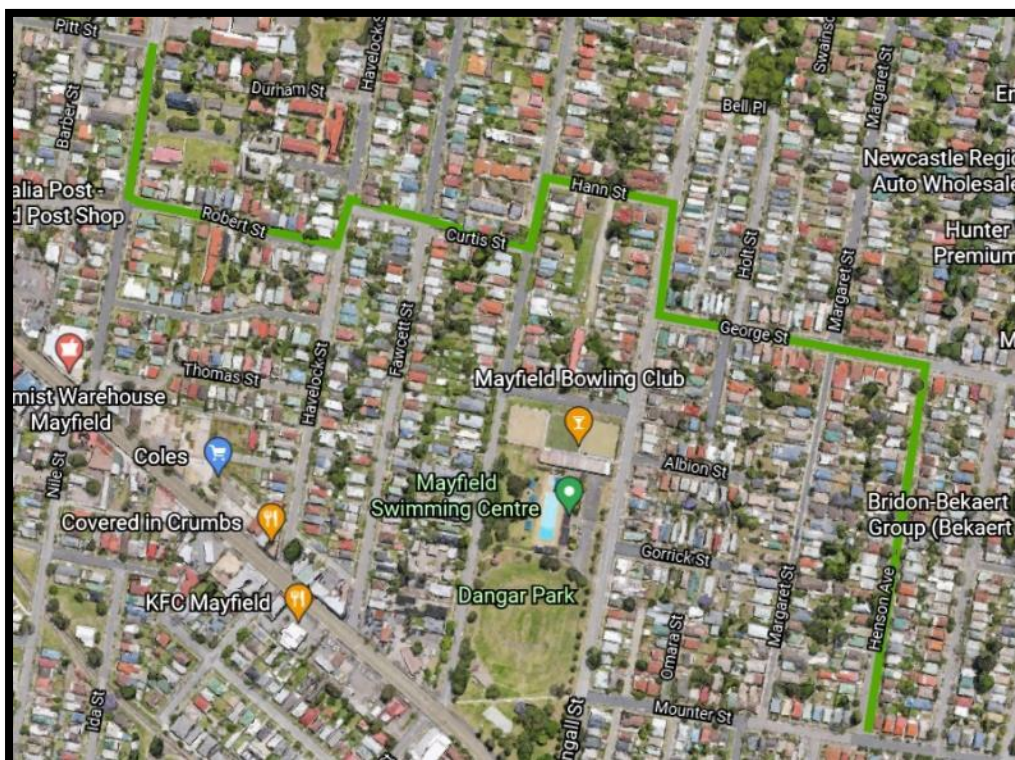


Figure 37. Map of route 21

Summary: Two comments discussed Curtis being narrow with high volumes of traffic, so not the best route for a cycleway (7 votes of agreement, 4 votes of disagreement).

One comment stated that it can be difficult to see oncoming traffic when crossing Fawcett Street on Curtis Street, particularly when traveling uphill from Carrington Street (4 votes of agreement).

Theme	Comment	Agree	Disagree
Concerns	Curtis St is narrow with minimal footpaths and high traffic volumes. Not great for a cycling.	3	2
	Curtis Street is narrow and high volumes of traffic with very narrow footpath. Not good for a cycle route.	4	2
	Really difficult to see oncoming traffic when crossing Fawcett on Curtis, particularly when coming uphill from Carrington st.	4	

Specific routes: Route 22

Route 22 runs from Kerr Street to Pitt Street, via Highfield Street.

 6 votes of agreement	 1 vote of disagreement
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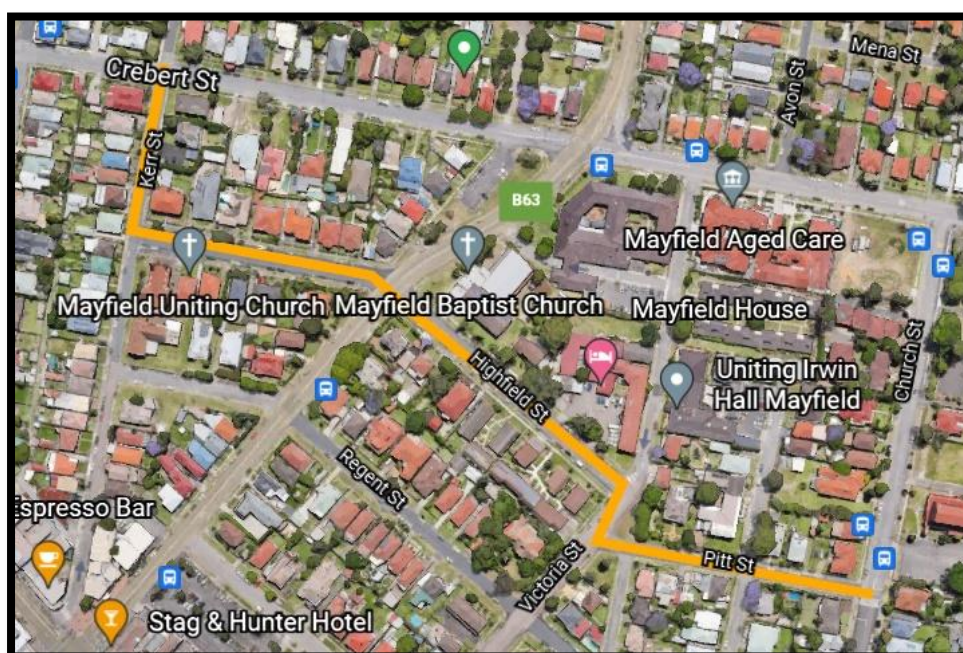


Figure 38. Map of route 22

No comments were made about route 22.

Specific routes: Route 23

Route 23 runs from a new shared path bridge by Maitland Road above the creek into Islington Park.



41 votes of agreement



0 votes of disagreement



Figure 39. Map of route 23

Summary: Seven comments discussed the path on the bridge being too narrow for cyclists/pedestrians traveling in opposite directions to pass each other, as well as the need for a handrail to protect against traffic (90 votes of agreement). Three of the comments additionally discussed the need for a separate bridge/crossing to be constructed for pedestrians and cyclists to increase safety (22 votes of agreement).

One comment discussed upgrading the narrow bitumen path through the reserve to become a shared pedestrian and cycle path (2 votes of agreement).

Theme	Comment	Agree	Disagree
Ideas and Suggestions	upgrade narrow bitumen path through reserve to pedestrian/cycle path.	2	
	Widening and resurfacing across bridge. Hand rail for protection against traffic. Better connection between TAFE crossing and bike path at Islington park	18	
	Upgrade the existing bridge or design of a secondary bridge. The invitation to design a functional and smart bridge could provide interest from around the state/nation.	6	
	I know this would be expensive but a separate cycle bridge would be ideal here, then put a handrail between the footpath and the road on the bridge. this is a really dangerous area right now with bikes, dogs and pedestrians all jostling for space on a narrow pathway next to 60km traffic. I think this should be a priority area for council to address due to safety concerns.	16	

	Suggest separate active transport bridge and new path connecting to the mid block signals to the north		
Concerns	The path over this bridge (south-bound) is very much a 'pinch-point', cyclists/pedestrians etc oftentimes seen congested in the narrow area.	5	
	Bridge is too narrow for 2 people to pass on bikes	24	
	this bridge needs handrail cos the kerb is high and can fall straight onto the through lane	21	

Specific routes: Route 24a

Route 24a runs down Maitland Road from Carandotta Street to Hanbury Street.

 15 votes of agreement	 0 votes of disagreement
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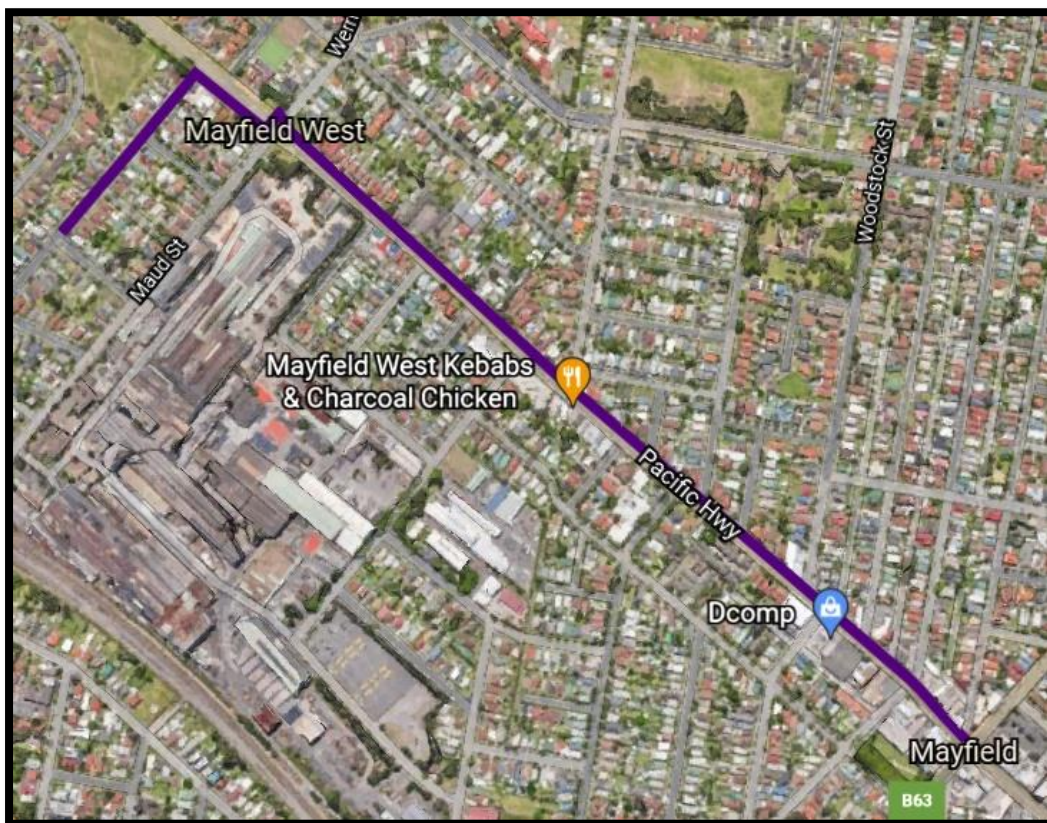


Figure 40. Map of route 24a

Summary: One comment stated that we can not afford to lose a lane of traffic on Maitland Road as it is a busy arterial road (4 votes of agreement, 1 vote of disagreement).

One comment discussed allowing cyclists to cross Maitland Road at the Hanbury Street intersection being a good connection point.

Theme	Comment	Agree	Disagree
Ideas and Suggestions	(In reference to Maitland Road and Hanbury Street intersection) Allow cyclists to cross Maitland Rd here for best connection		
Concerns	(In reference to Maitland Road) We can not afford to loose a lane on this busy arterial road	4	1

Specific routes: Route 24b

Route 24b runs down Maitland Road from Hanbury Street to Carrington Street.

	44 votes of agreement		1 vote of disagreement
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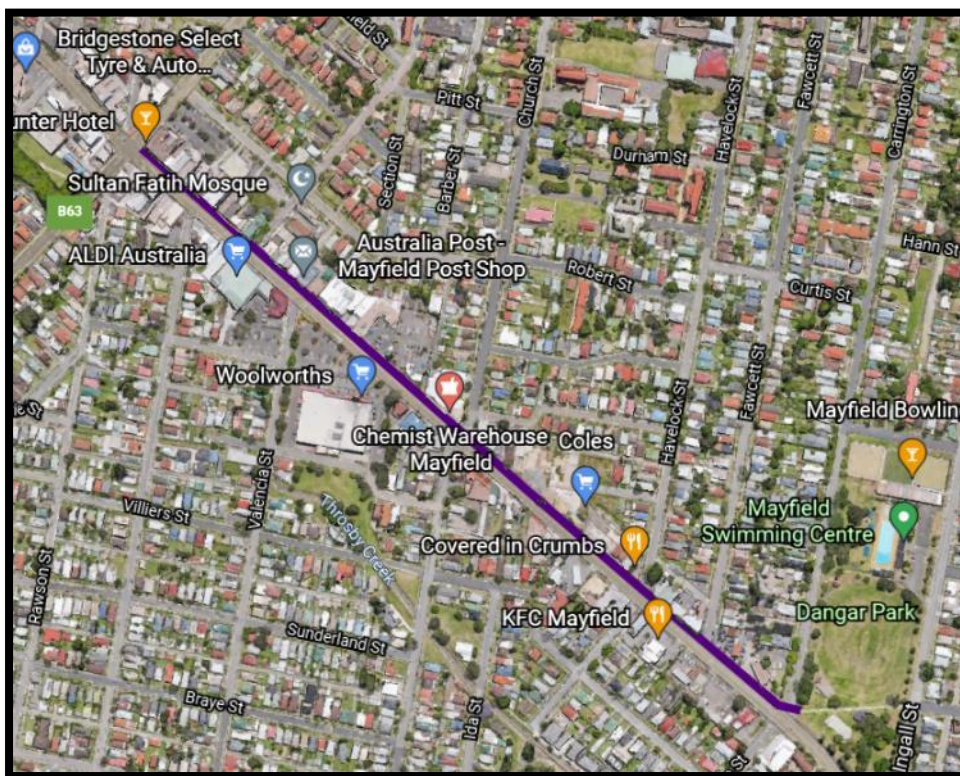


Figure 41. Map of route 24b

Summary: Three comments discussed Maitland Road having very heavy flows of traffic, with little protection for cyclists. They suggest that a protected bike lane is needed (even if this means reducing the number of lanes available for vehicles to just one in each direction), with speed controls and dedicated turning lanes to increase safety (44 votes of agreement, 5 votes of disagreement).

One comment stated that the traffic light sensor at the Maitland Road/Carrington Street/Silsoe Street intersection needs to be more sensitive to approaching bicycles (8 votes of agreement).

Theme	Comment	Agree	Disagree
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Something I like	Maitland rd cycle way to connect to Hunter st desperately needed	5	
Ideas and Suggestions	Does Maitland Road really need two lanes in each direction. All heavy and through traffic to / from Newcastle should be using industrial. reduce to one lane each direction, add turn lanes at intersections, and provide on-road cycleways. We all know you wont be providing off road through a CBD	12	2
	Traffic light road sensor needs to be more sensitive to recognise an approaching bicycle.	8	
Concerns	(In reference to Maitland Road) Very little protection, heavy traffic. Protected bike lane needed and speed control.	16	1
	Maitland Road is an ideal route however in it's current design I find it quite dangerous. If it was changed to a single lane in both east and west direction it would allow for a cycleway and dedicated turning lanes which are also desperately needed	16	2

Specific routes: Route 25

Route 25 runs from Dangar Park to Walsh Street, via Mounter Street.

	24 votes of agreement		1 vote of disagreement
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Figure 42. Map of route 25

Summary: One comment discussed the need for a crossing from Mounter Street to Dangar Park, as it leads to the playground and skate park (11 votes of agreement, 1 vote of disagreement).

Theme	Comment	Agree	Disagree
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Ideas and Suggestions	Pedestrian crossing from mounter street to Dangar park / kids playground & skate park.	11	1
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Specific routes: Route 26

Route 26 runs from Islington Park to Wickham Park, via Power Street and Sheddon Street.

 29 votes of agreement	 1 vote of disagreement
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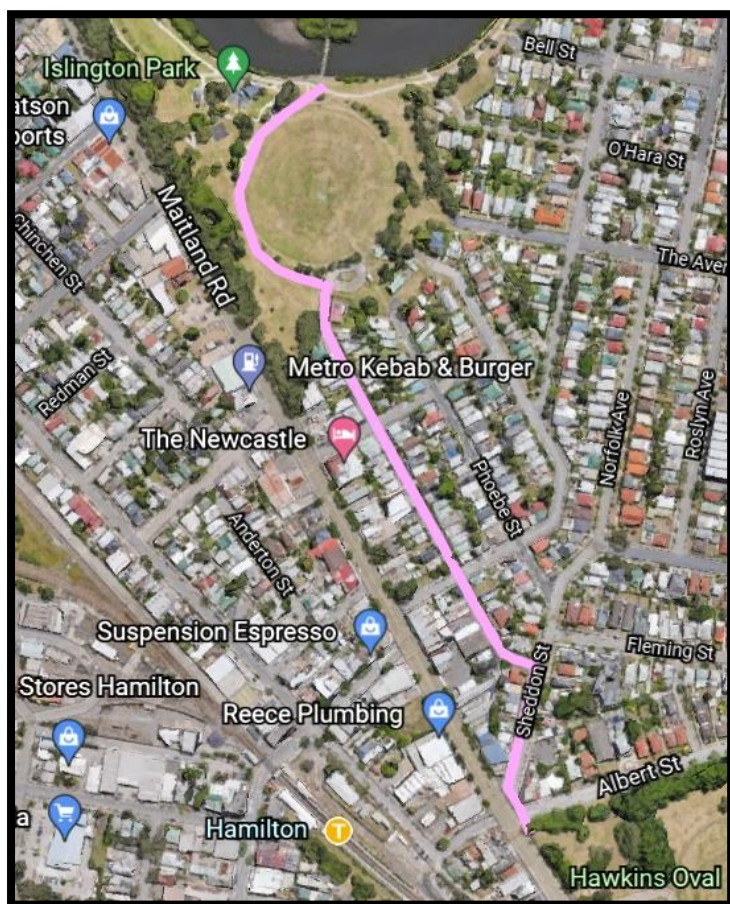


Figure 43. Map of route 26

Summary: One comment stated that Route 26 was a great idea (4 votes of agreement).

One comment discussed the need for cycleways to be a separate path from pedestrians, as the speed of some cyclists and children on footpaths can create hazardous situations and avoids the need to require cyclists to slow down (1 vote of agreement, 1 vote of disagreement).

One comment expressed concerns that too many bike paths bisecting the park could ruin it for other users (10 votes of disagreement).

Two comments discussed Power Street being quite narrow already with just cars, so would struggle if a bike path was additionally added (3 votes of agreement). One of the

comments did acknowledge that it would be a good route to keep bikes off Maitland Road, but that community consultation would be required to understand how it could be added without causing difficulties for driveways (2 votes of agreement).

Theme	Comment	Agree	Disagree
Something I like	Great idea	4	
	I like this as a route to keep bikes off Maitland Rd. This is a very narrow street. How would this work? A reduced speed on the street for local traffic and painted shared cycle and vehicle signs? Pretty sure there's no room to create a separated cycleway unless you made this a one way street? This choice would also require extensive consultation with residents would need to consider driveways and parking differently when sharing with a cycleway.	2	
Ideas and Suggestions	(Regular cyclist and walker) I believe a separate bike and pedestrian lane should be created like in MANLY (Sydney). The bike lane should be protected and off the road. Many vigorous sport cyclists go way too fast along the cycle ways in Newcastle in general – rather than adhering to the speed limits and respecting the paths as both for pedestrians and leisure / commuter cyclists. An accident is bound to happen especially with all the small children around and increased activity.	1	1
Concerns	Too many bike paths bisecting this park could ruin it for other users.		10
	Power Street and some other streets nearby are already quite narrow and are hard to squeeze down in a car. It would not then be safe to force bikes into the mix as well.	1	

Specific routes: Route 27

Route 27 runs from Walsh Street to Islington Park, via a new bridge, Hewison Street, Union Street and River Ct Road bridge.

	55 votes of agreement		1 vote of disagreement
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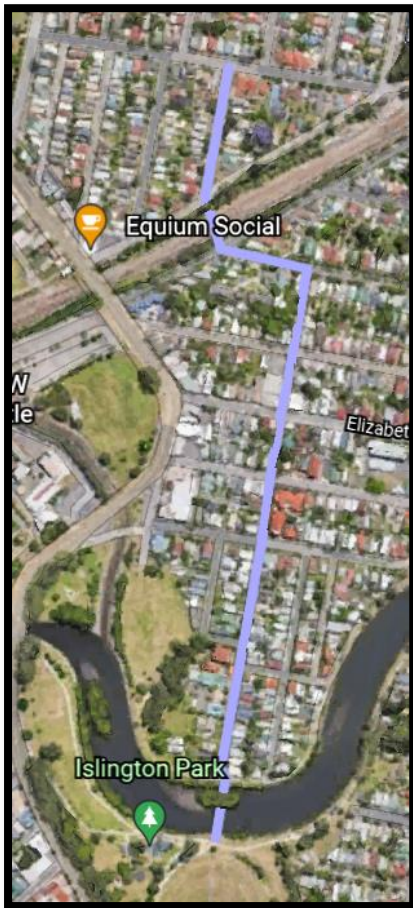


Figure 44. Map of route 27

Summary: Nine comments discussed a new rail crossing being a great idea (147 votes of agreement), creating a good alternative route to Maitland Road and replacing the need to use the narrow existing bridge. One comment also requested that the crossing be wide enough for two lanes (13 votes of agreement).

One comment mentioned in reference to Union Street that Hills are not preferable for cyclists (3 votes of agreement, 2 votes of disagreement).

One comment discussed crossing Elizabeth Street (when traveling along Union Street) being difficult due to parked cars blocking lines of sight and a crossing may be required to create safe conditions for cyclists (9 votes of agreement).

Two comments raised concerns that Union Street is too narrow to fit in a separate cycle path, with traffic already restricted to one lane for both directions when vehicles are parked along the road (3 votes of agreement).

As discussed in path 10, two comments raised concerns about the River Ct Road bridge crossing over Throsby Creek being too narrow for both cyclists and pedestrians to cross, especially if multiple people are crossing in opposite directions. One of the comments additionally suggested that cyclists should be required to dismount to cross (12 votes of agreement, 9 votes of disagreement).

One comment stated that they would oppose cycle paths in this area due to the streets being used for car access to houses (1 vote of agreement, 5 votes of disagreement).

Theme	Comment	Agree	Disagree
Something I like	(In reference to new rail crossing) Alternate access over the rail would make the rest of the bike path more accessible especially to families with small kids. Safe access all the way to the start of the bike path would also be great	11	
	(In reference to new rail crossing) Please ensure the track over the rail is wide enough to accommodate 2 lanes	13	
	This new bridge connecting Mayfield East and Tighes Hill would be game changer!	31	
	A new bridge for cyclists and pedestrians separate from Maitland Road would be a fantastic addition. The current bridge is dangerous for cyclists due to how fast cars go, and the footpath is barely wide enough to pass someone. Add a pram, wheelchair, or walker and it's easy to get stuck.	37	
	(In reference to new rail crossing) This suggesting crossing is a fantastic idea. Would be much used.	9	
	(In reference to new rail crossing) A crossing here would be ideal as the existing bridge is too narrow.		
	Love the idea of an extra bridge over rail line. Maitland Rd bridge is terrible, path too narrow has lots if pedestrians now quite dangerous.	26	
	(In reference to new rail crossing) This is a great idea and would give a safe alternative route to link up with existing cycleways without running the gauntlet over the railway bridge on Maitland Road	20	
	This would be fantastic- is a quiet area, would connect to rest of Islington Park/cycle way and would reduce pressure on Maitland Rd which is already too congested		
	This would be great, particularly for safety.	2	1
Ideas and Suggestions	(In reference to Union Street) Hills are not a cyclists friend. Keeping the routes to the flatter land will open up the cycleway to more people.	3	2
Concerns	Crossing over Elizabeth St is difficult in a car, parked cars block the views east and west, and cars travel very quickly along Elizabeth St. Crossing on a bike will require changes to make it safer to cross.		

	Union street is great as a direct route but it has other problems. There is already space issues on this street. There's only room for parking on one side and one lane for traffic to pass in two directions. no room here to fit in a separated cycle path. Changing footpaths aren't an option either as one side is taken up with telegraph poles and the other is needed for high pedestrian use. only option would be a shared road which might work but will be a tight squeeze and tricky at intersections	3	
	Union St is quite narrow with cars parked on one side and narrow footpaths		
	This footbridge should be for pedestrians only and the occasional bike (which should probably be asked to dismount to cross) There's no way it can handle a more concentrated bike activity. Definitely do not support this idea.	4	9
	Can't see how this could work- the problem is that the bridge is too narrow. problems with pedestrians, dog walkers, children playing, can't fit two bikes going either direction.	8	
	(Comment pinned at River CT Road bridge) Most of this section between here and Hannel street is used for car access to houses, and thus not safe for use as a cycle way. Definitely oppose a cycle path here.	1	5

Specific routes: Route 28

Route 28 runs from Kerr Street down to Rawson Street and from Crebert Street to Upfold Street. The route goes by Mayfield Library and Mayfield Medical Centre.

	23 votes of agreement		0 votes of disagreement
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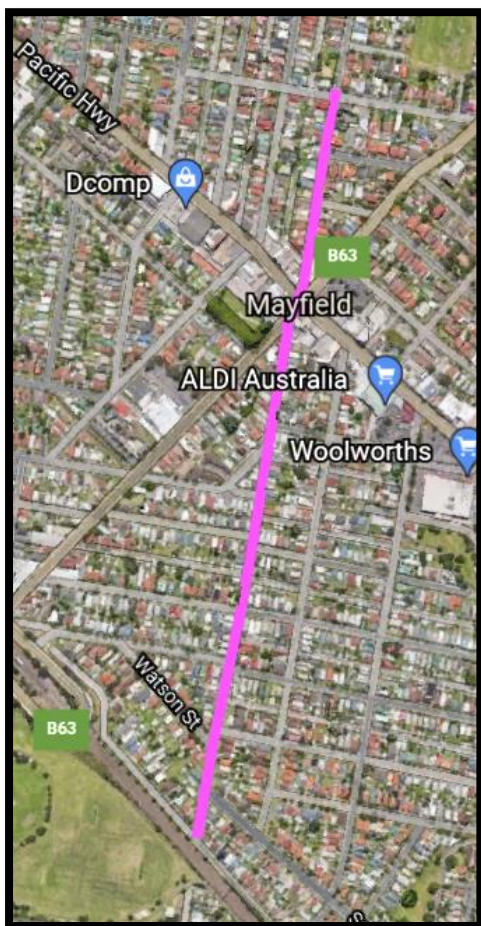


Figure 45. Map of route 28

Summary: One comment discussed allowing cyclists to cross Maitland Road when traveling from Kerr Street to Rawson Street will provide the best connection for riders.

One comment discussed thinking that the route will be excellent, but that gutter dips are required at intersections so kids and inexperienced riders do not need to dismount each time (3 votes of agreement).

Three comments raised concerns that vehicles often drive straight through the Rawson Street and Braye Street intersection, creating dangerous conditions for cyclists (6 votes of agreement, 1 vote of disagreement).

Theme	Comment	Agree	Disagree
Ideas and Suggestions	Allow cyclists to cross Maitland Rd here for best connection		
Concerns	This would be an excellent route BUT if it's not a dedicated cycleway, PLEASE install gutter dips at intersections. It's so hard trying to ride with kids when they have to dismount to go over the gutter.	3	

	(In reference to Rawson Street and Braye Street intersection) This dog leg can be stressful, people often drive straight through without really checking if anyone is on rawson	1	
	(In reference to Rawson Street and Braye Street intersection) This intersection is very dangerous. Most cars don't stop at the stop signs in breay St.	2	1
	(In reference to Rawson Street and Braye Street intersection) Cars often do not stop for cyclists at this intersection - very dangerous		

Specific routes: Route 29

Route 29 runs from St Columban's Primary School down to Nelson Street, via Church Street, Nile St and Nevill Street.

	9 votes of agreement		0 votes of disagreement
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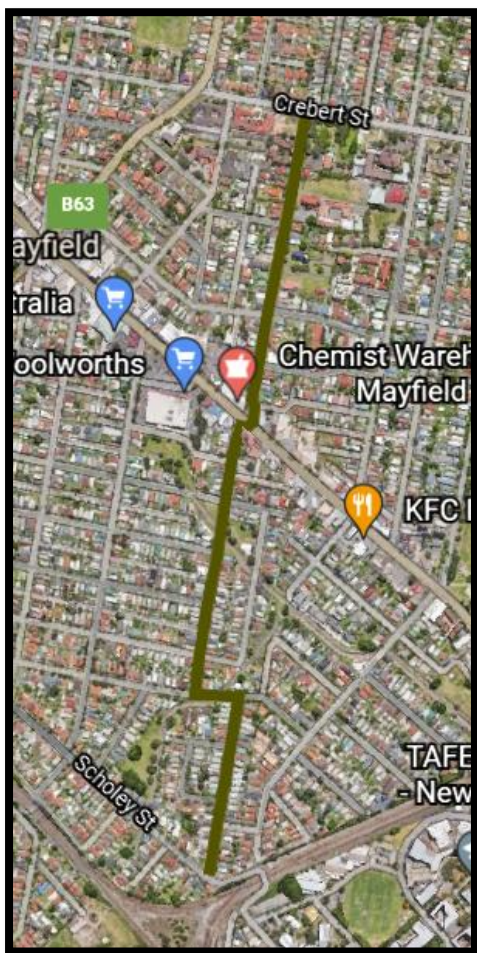


Figure 46. Map of route 29

Summary: One comment flagged as a safety concern for cyclists that due to most residential streets having speed control measures, vehicles can travel quite fast along Nevill Street (1 vote of agreement).

As discussed in paths 5 and 8, 5 comments were made stating that despite upgrades the crossing at the bottom of Nelson Street by Scholey Street remains very dangerous, especially when riding with children, and that the busy intersection requires traffic calming measures, with cyclists and pedestrians given right of way (28 votes of agreement).

Theme	Comment	Agree	Disagree
Something I like	Happy with the improvements here apart from crossing Nelson St (although unsure why they weren't completed in the first place)		
Ideas and Suggestions	(In reference to Nevill Street) Most residential streets here have speed bumps (control points) at the ends of the streets. Cars travel quite fast down this road being wide and straight	1	

Concerns	(In reference to Scholey Street and Nelson Street intersection) Crossing Scholey st with children on bikes is a still dangerous. A better transition from cycle way to on road riding is needed here.	4	
	(In reference to Nelson Street and Scholey Street intersection) Crossing is inadequate when crossing with children on bikes	5	
	(In reference to Nelson Street and Scholey Street intersection) Crossing Nelson St is just as dangerous now as it was before the improvements. Traffic calming, pedestrian shelter and a zebra crossing are needed urgently.	5	
	(In reference to Nelson Street and Scholey Street intersection) Cyclists and pedestrians need right of way to cross Nelson St		
	(In reference to Nelson Street and Scholey Street intersection) Upgrades have not removed the issues of crossing at this intersection. Cars still travel too fast, the corner is still blind and pedestrians/cyclists are not given priority or protection when crossing Nelson St. This is a busy cycle path / pedestrian crossing frequently used by children walking and riding to Islington Public School. A zebra crossing / traffic calming / refuge island is greatly needed.	9	
	(In reference to Nelson Street and Scholey Street intersection) I feel the changes at this intersection have not improved safety for cyclists. The on road speed bumps are dangerous as they can destabilise a bike and the off road path is still tricky to navigate and the sight lines poor at the intersection in addition to not enough done to slow cars down to make it safer to cross.	9	

Specific routes: Route 30

Route 30 runs from Hubbard Street to Wickham Park, via Fern Street and Ivy Street.

	20 votes of agreement		0 votes of disagreement
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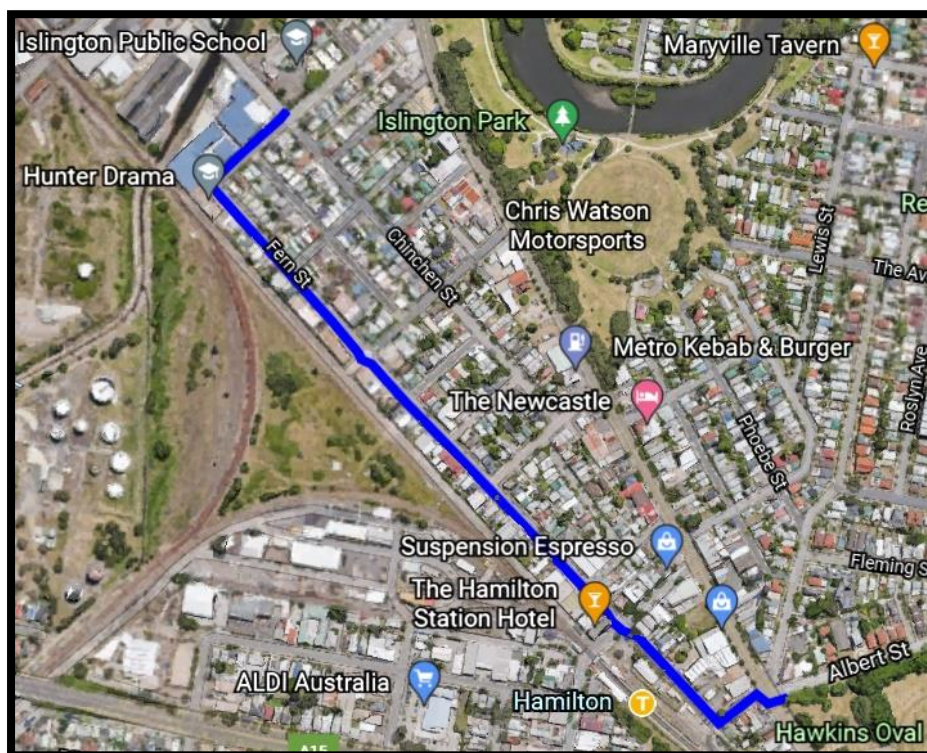


Figure 47. Map of route 30

Summary: One comment discussed the need for improved road markings at the Chinchin Street and Hubbard Street intersection, with cyclists able to turn right or continue straight without the risk of cars cutting them up.

One comment stated that they believe a cycle path along the southern side of Fern Street would be ideal, with no intersections to travel through and businesses having off-street parking (2 votes of agreement).

Two comments discussed Fern Street needing to be resurfaced due to the many bumps and potholes making it difficult to cycle on, one comment additionally suggested that speed bumps are needed to slow down traffic (9 votes of agreement, 2 votes of disagreement).

One comment raised concerns that it is currently dangerous to enter Beaumont Street at the intersection with Fern Street, stating that safer access is required.

One comment discussed liking the idea of having a cycle path on Ivy Street and Fern Street, creating a safer route that avoids part of Maitland Road (2 votes of agreement).

Theme	Comment	Agree	Disagree
Something I like	Fern St cycleway along the southern side of the road would be ideal, there are no intersections to get through, and businesses generally all have off street parking.	2	

	I like the idea of Ivy and Fern street having a really safe separated cycleway rather than trying to use part of Maitland Rd which would probably be better to keep for vehicles and parking next to shops. It's hard to tell here if this is proposing just a one direction cycleway? Pedestrian traffic might be low enough on Fern to use footpath and road to create bi-directional path on one side??	2	
Ideas and Suggestions	Improve the cycling markings/lanes on Chinchin Street at the junction with Hubbard Street, to allow cyclists to turn right and continue straight on without cars cutting them up. This could be done by painting a protected 'box' for cyclists in front of the give way line for cars.		
Concerns	(In reference to Fern Street) This road needs to be resurfaced lots of bumps and potholes makes for difficult riding. Cars travel quite fast down here being long and straight. Round a bout helps but maybe a few speed bumps to slow down traffic.	9	2
	Terrible road condition So bumpy		
	(In reference to Beaumont Street and Fern Street intersection) Dangerous to enter Beaumont St at this intersection. Need better, safer access to this street for cyclists.		

Specific routes: Route 31

Route 31 runs from Hubbard Street to Wickham Park, via Chinchin Street, Anderton Street, Daniel Street and Maitland Road.

	12 votes of agreement		0 votes of disagreement
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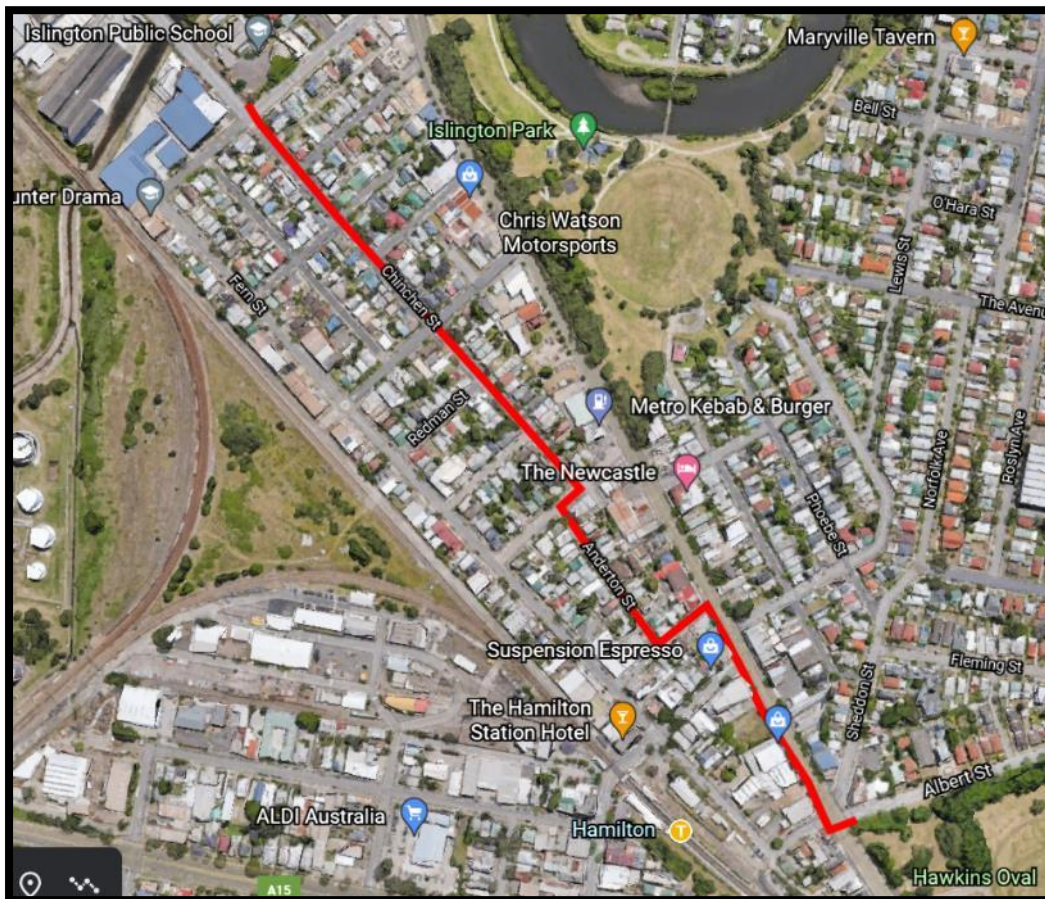


Figure 48. Map of route 31

Summary: As discussed in Route 30, one comment discussed the need for improved road markings at the Chinchin Street and Hubbard Street intersection, with cyclists able to turn right or continue straight without the risk of cars cutting them up.

One comment suggested that stop signs are needed on Chinchin Street to reduce 'cars flying through the intersection' (7 votes of agreement).

One comment discussed that the route traveling along Chinchin Street to Anderton Street already struggles with parked vehicles reducing the flow of traffic to a single lane for both directions, as well as the narrowness of the street making it suitable for a cycle path (3 votes of agreement).

One comment discussed wanting the Route to continue all the way down to the TAFE.

Theme	Comment	Agree	Disagree
Something I like	A cycle path that connects to others such as the uni ride, over to fernleigh track or out to broadmeadow and behind the stadium in a quiet wide, low traffic street makes sense. Following this through into Anderton St doesn't make sense as it is alot narrower and already struggles with car parked either side and one way traffic to fit through. The alternate option along Fern St is probably a smarter solution	3	

Ideas and Suggestions	Improve the cycling markings/lanes on Chichen Street at the junction with Hubbard Street, to allow cyclists to turn right and continue straight on without cars cutting them up. This could be done by painting a protected 'box' for cyclists in front of the give way line for cars		
	(In reference to Maitland Road by the Daniel Street intersection) Ideally this divided road would go further – at least to Hubbard St, to bring it closer to TAFE and primary school.		
Concerns	Consider Stop signs on Chichen St to reduce cars flying through this intersection	7	

Specific routes: Route 32

Route 32 runs from Steel River Boulevard crossing to Buruda Street, via Stevenson Park, Stevenson Avenue and Norris Avenue.

	30 votes of agreement		0 votes of disagreement
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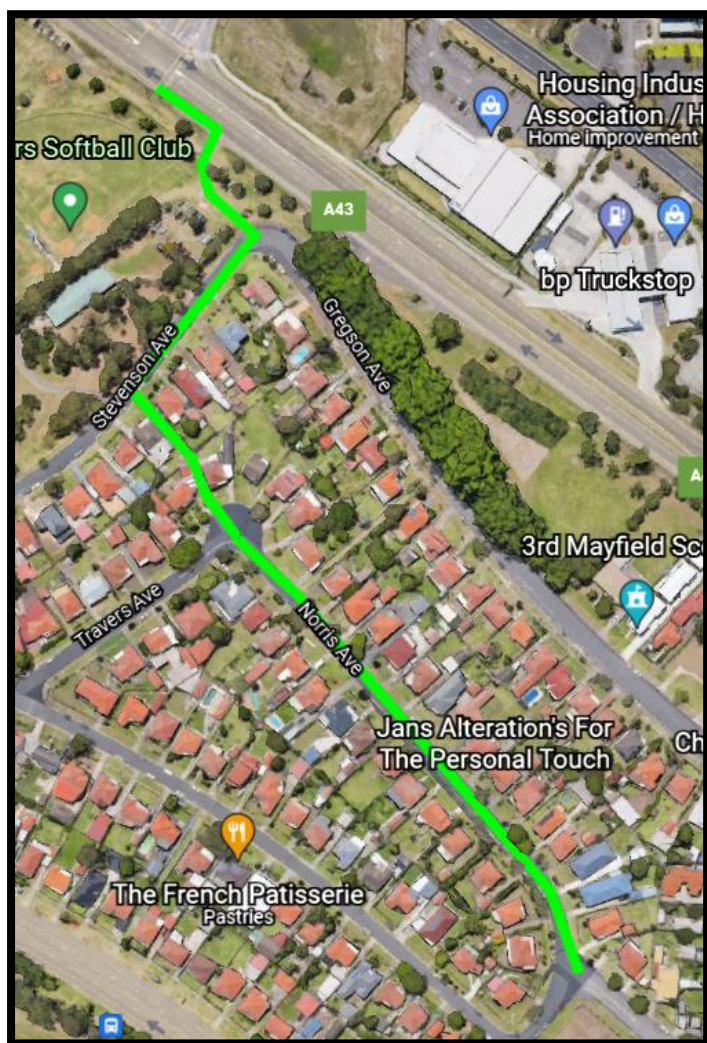


Figure 49. Map of route 32

Summary: One comment suggested that the shared cycle path around Stevenson Park should be continued around the whole park, as well as the path connecting to the Warabrook recreation playground area and University (2 votes of agreement).

Theme	Comment	Agree	Disagree
Ideas and Suggestions	Complete the shared cycle path around Stevenson park as indicated in the park masterplan. Connect it to the Warabrook recreation playground area and UoN. The suggested cycle way via Norris street is a good start.	2	

Suggested routes

60 additional Routes were suggested by respondents. This section shows each suggested Route (represented by a purple line), along with the reason/description given by the respondent.

Suggested route	Comment	Starting point latitude	Starting point longitude
S1	This section is already frequently used. However, it is only a dirt path and is becoming rough and uneven. Completing this section would allow a loop to be completed around Throsby Creek, and would join Tighes Hill to cycleways already at Carrington, Maryville and into the city.	-32.9083	151.753292

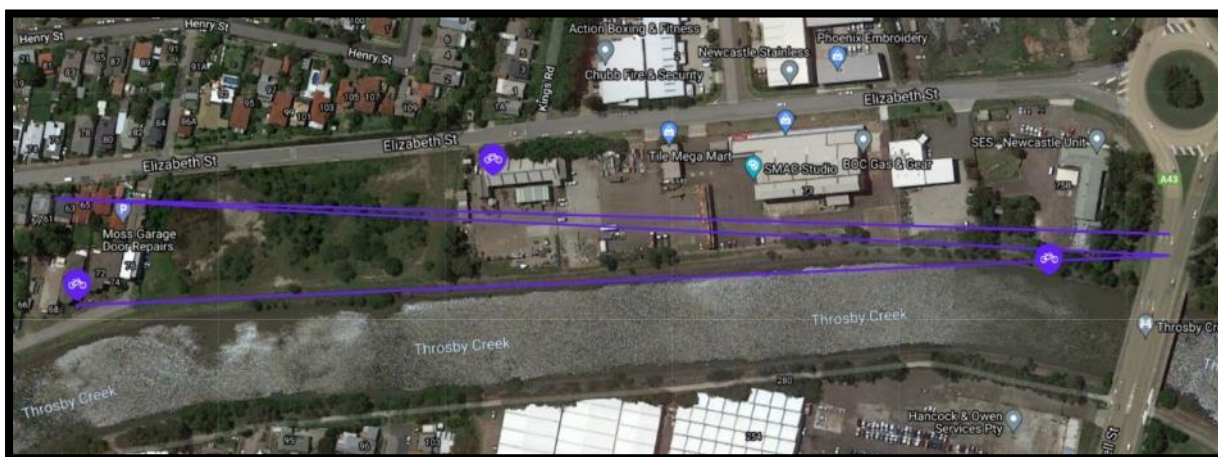


Figure 50. Map of route S1

Suggested route	Comment	Starting point latitude	Starting point longitude
S2	Mayfield to Newcastle Beach	-32.9084	151.73999

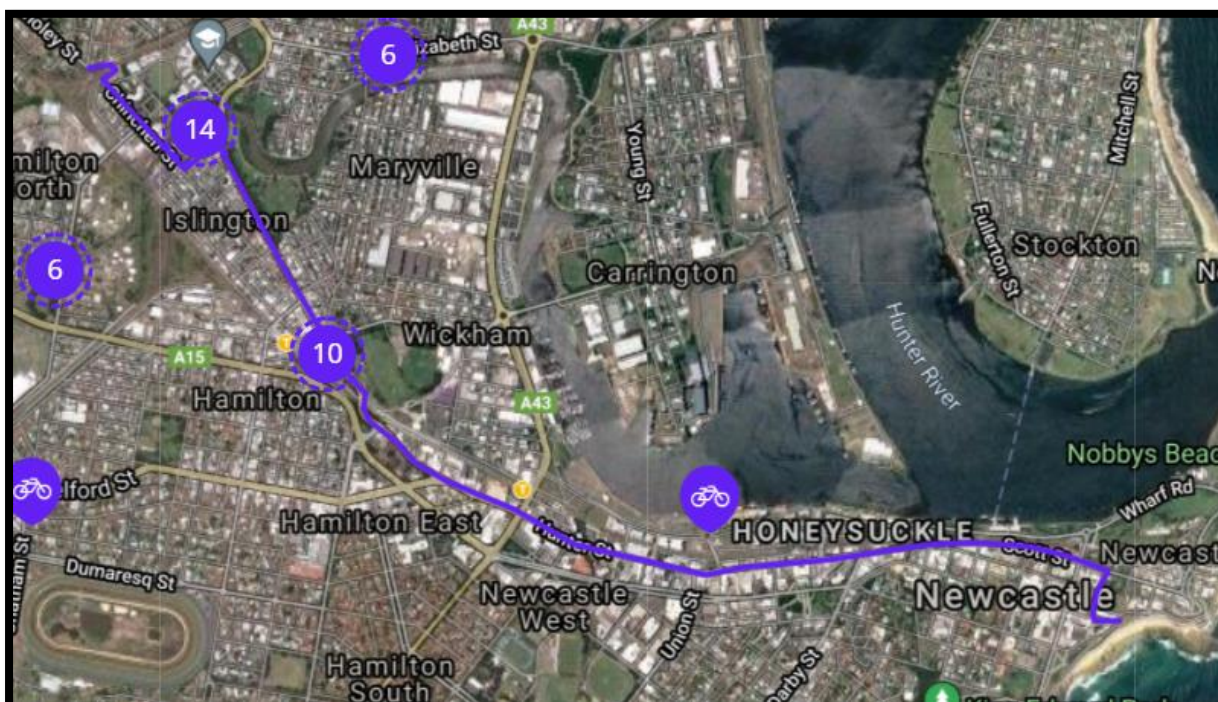


Figure 51. Map of route S2

Suggested route	Comment	Starting point latitude	Starting point longitude
S3	Bar Beach to TAFE	-32.9403	151.76947

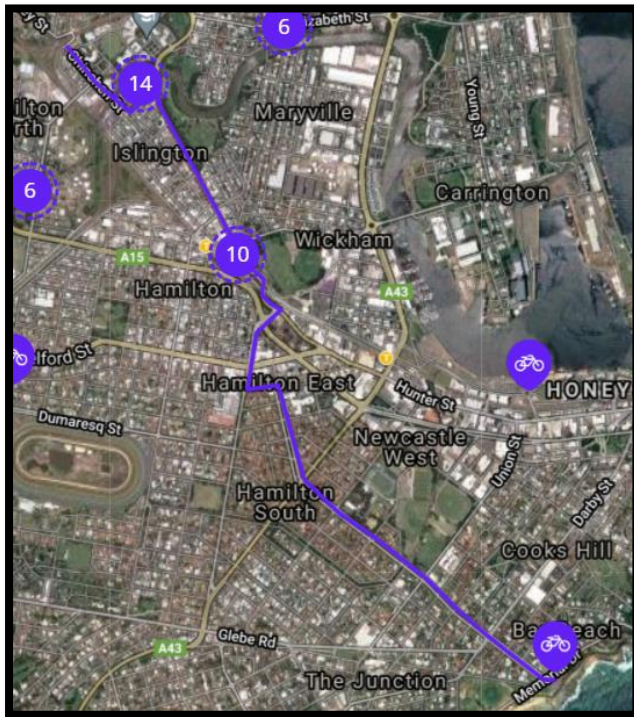


Figure 52. Map of route S3

Suggested route	Comment	Starting point latitude	Starting point longitude
S4	Mayfield Pool to Mayfield TAFE	-32.9017	151.74653

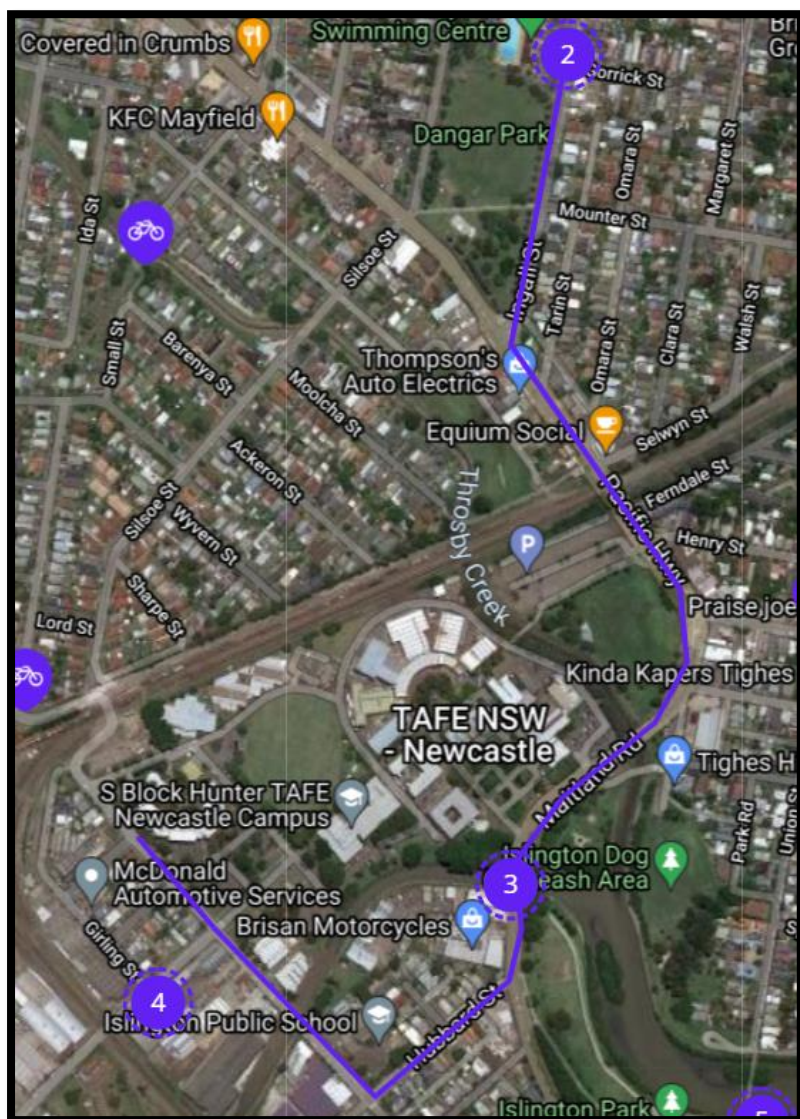


Figure 53. Map of route S4

Suggested route	Comment	Starting point latitude	Starting point longitude
S5	Converting hard shoulder, parking along Islington Park / Maitland into separated cycle lane. Connecting to existing cycle routes running through Islington Park and through to Waratah via Hubbard St. Option to extend to Newcastle TAFE / Mayfield via Maitland road, though no current Hard shoulder exists over Styx Ck bridge.	-32.9187	151.75073

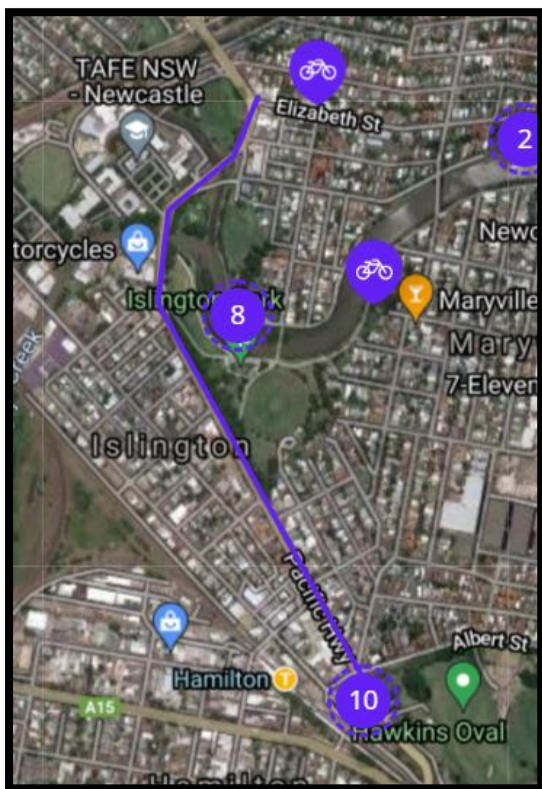


Figure 54. Map of route S5

Suggested route	Comment	Starting point latitude	Starting point longitude
S6	<p>It's just connecting 2 existing bike paths together. It's a highly used route by kids as waratah high is right there but the bus takes 40+ minutes to get from Tighes Hill, iso, Maryville. It would also connect to the uni bike path that doesn't have a hill (over the train line) it's an existing bike route for commuters it's just dangerous on Clyde Street.</p> <p>Why not put a path where everyone already rides and just make it safe?</p>	-32.9115	151.7409

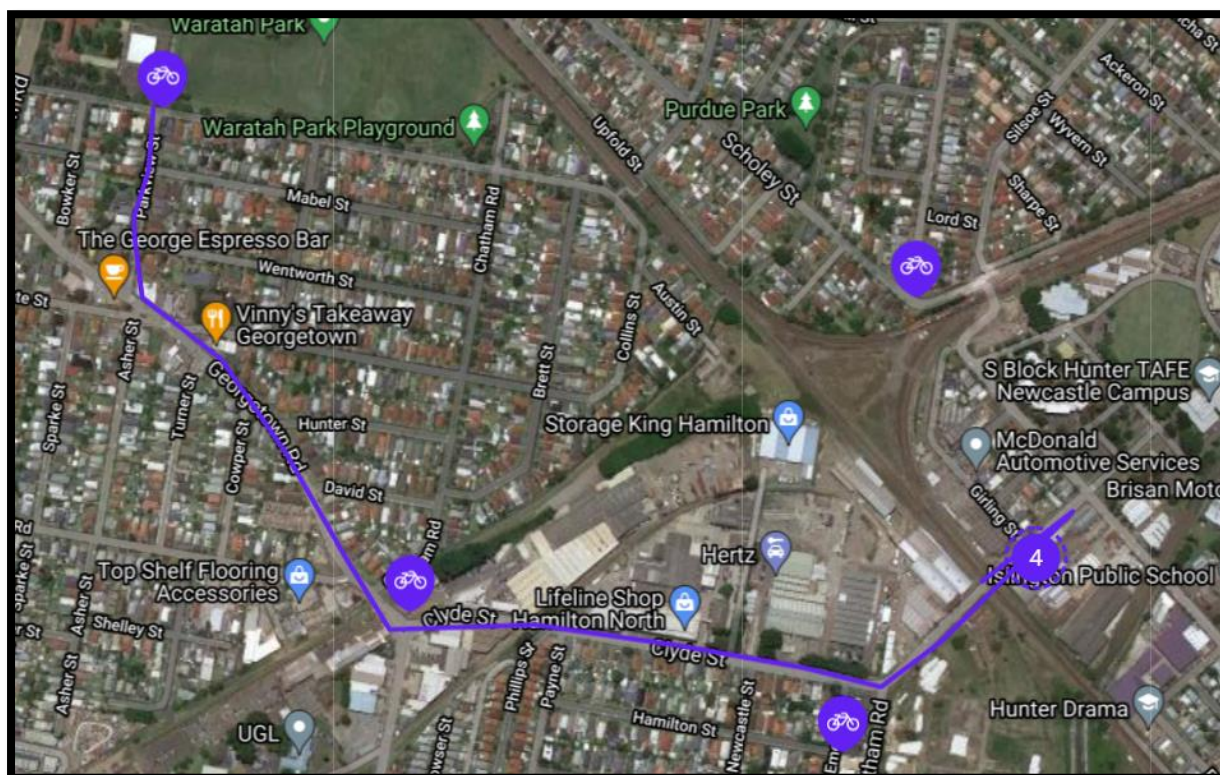


Figure 55. Map of route S6

Suggested route	Comment	Starting point latitude	Starting point longitude
S7	A cycleway from Mayfield West Primary, down bull street (past Hunter Christian School), past Balance and to Mayfield East Primary would allow the children to safely access after school swimming and sports.	-32.89	151.7315

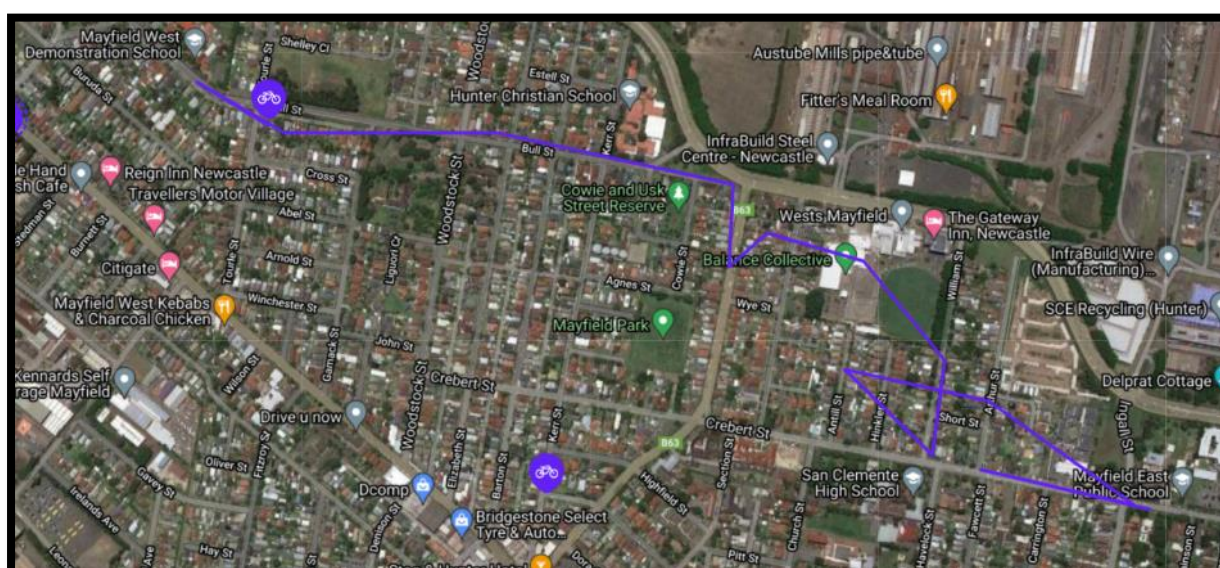


Figure 56. Map of route S7

Suggested route	Comment	Starting point latitude	Starting point longitude
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S8	This is the most direct route a bicycle could take but is too dangerous currently, it would make the commute to work so much quicker and easier	-32.9189	151.75071
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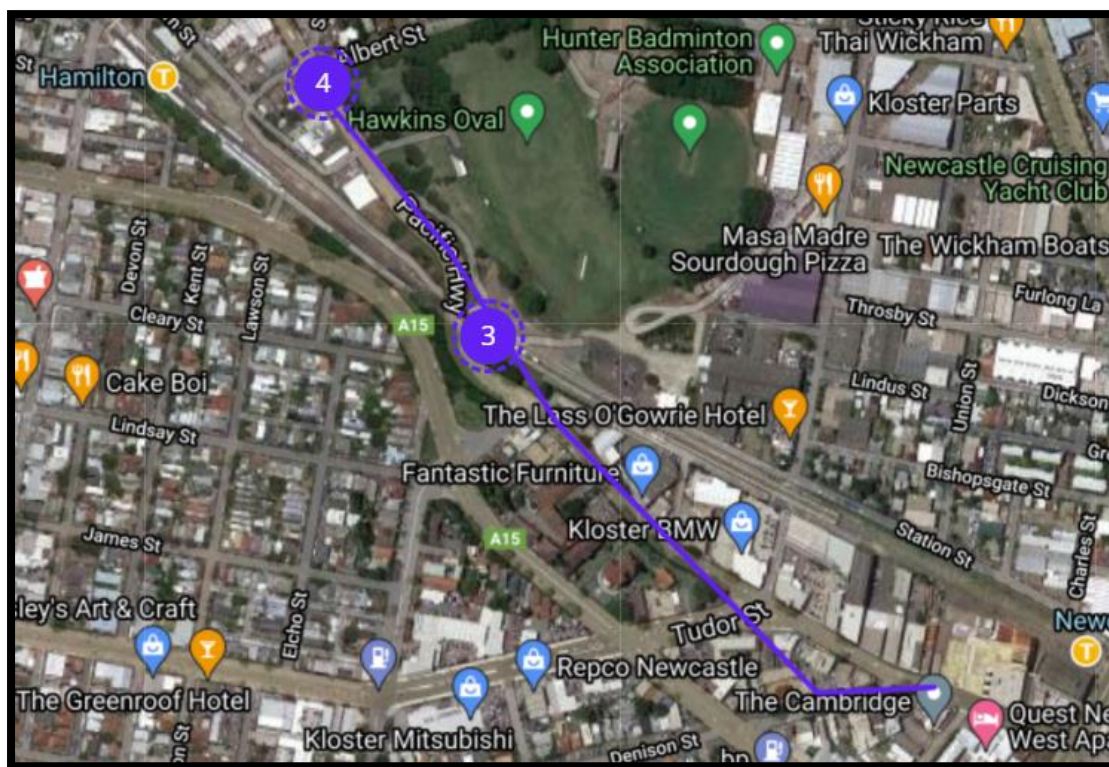


Figure 57. Map of route S8

Suggested route	Comment	Starting point latitude	Starting point longitude
S9	Back route through Mayfield along Bull Street. Can be on road mostly, with sections of off road along the state roads.	-32.8897	151.72654

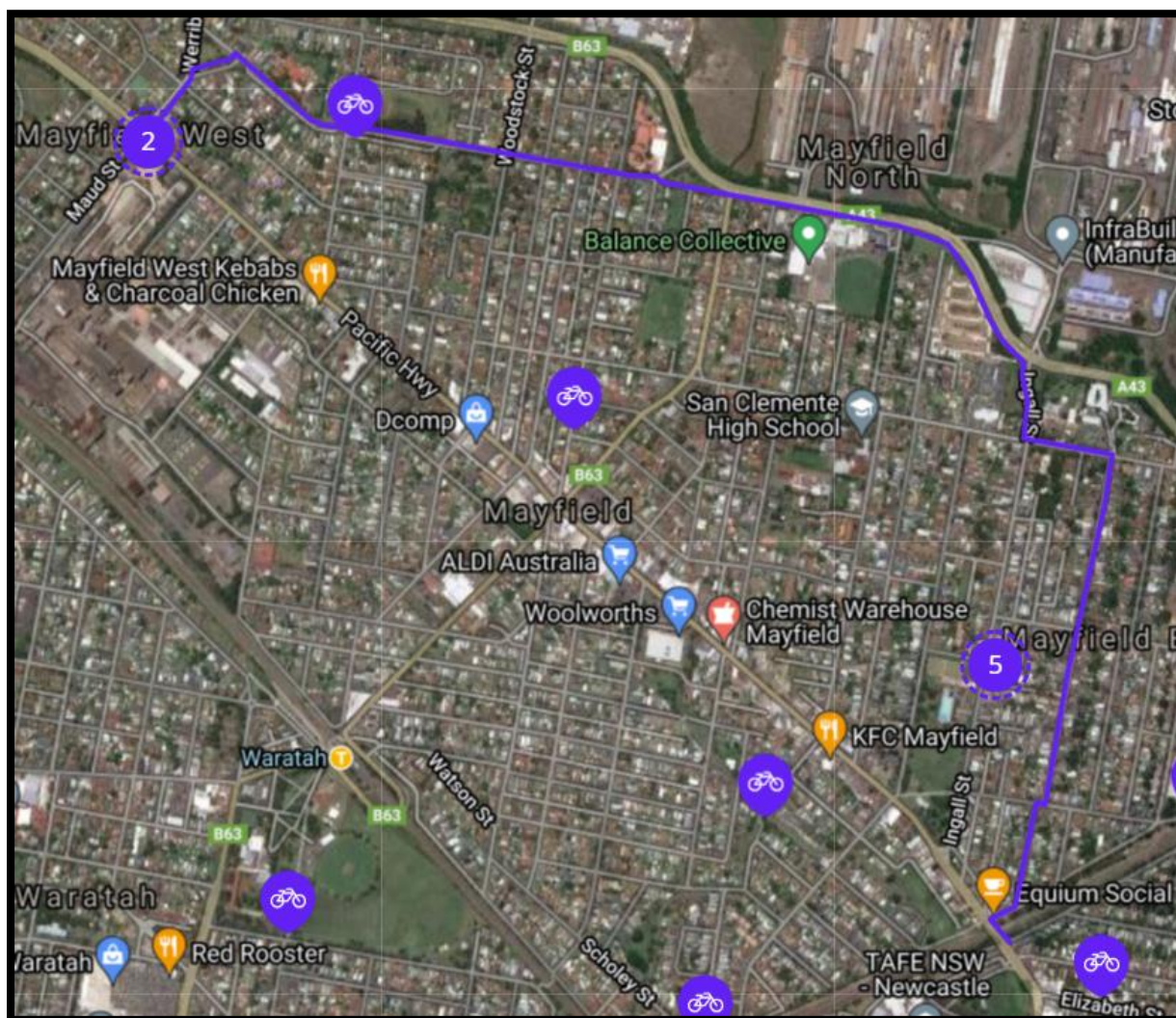


Figure 58. Map of route S9

Suggested route	Comment	Starting point latitude	Starting point longitude
S10	The path to the south ends oddly, like it was meant to be extended as a new bridge over Throsby	-32.9104	151.74636



Figure 59. Map of route S10

Suggested route	Comment	Starting point latitude	Starting point longitude
S11	Use the old bridge abutment on the Mayfield side and put a ramp on the Tighes side	-32.9037	151.75197

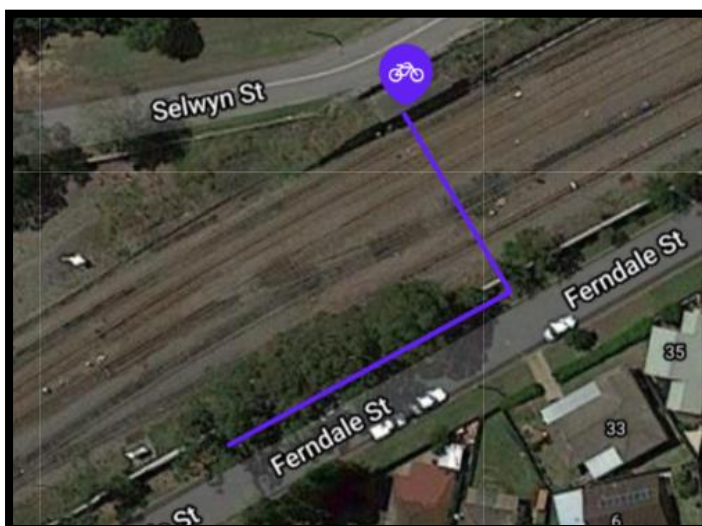


Figure 60. Map of route S11

Suggested route	Comment	Starting point latitude	Starting point longitude
S12	Use east side of Maud Street as off road shared path - there's no driveways. Fix rail bridge, and cross to uni path behind houses.	-32.8901	151.72649

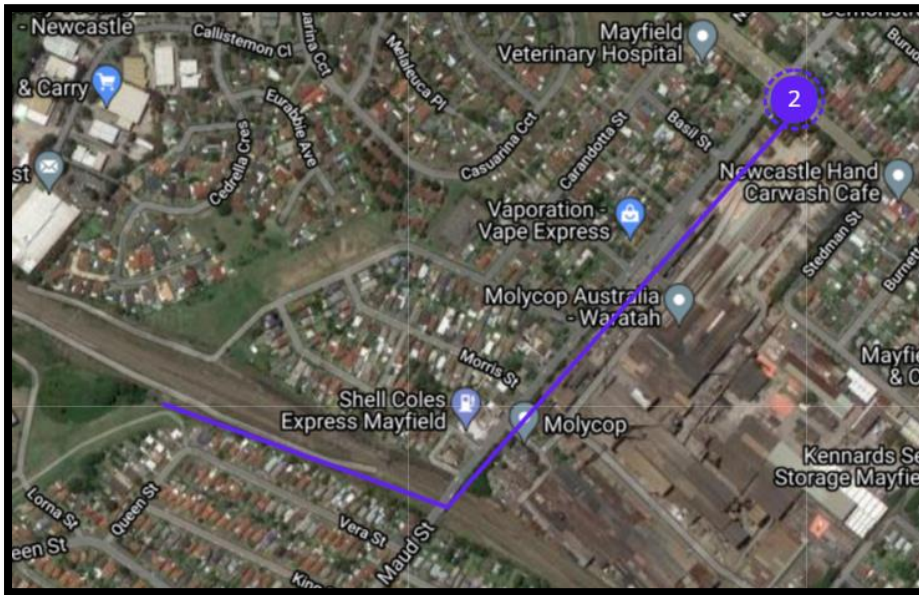


Figure 61. Map of route S12

Suggested route	Comment	Starting point latitude	Starting point longitude
S13	A separated cycle lane along the length of Maitland Rd. This can be achieved by reducing the road to 1 vehicle lane. It is the safest, most direct and simplest option.	-32.9188	151.75076

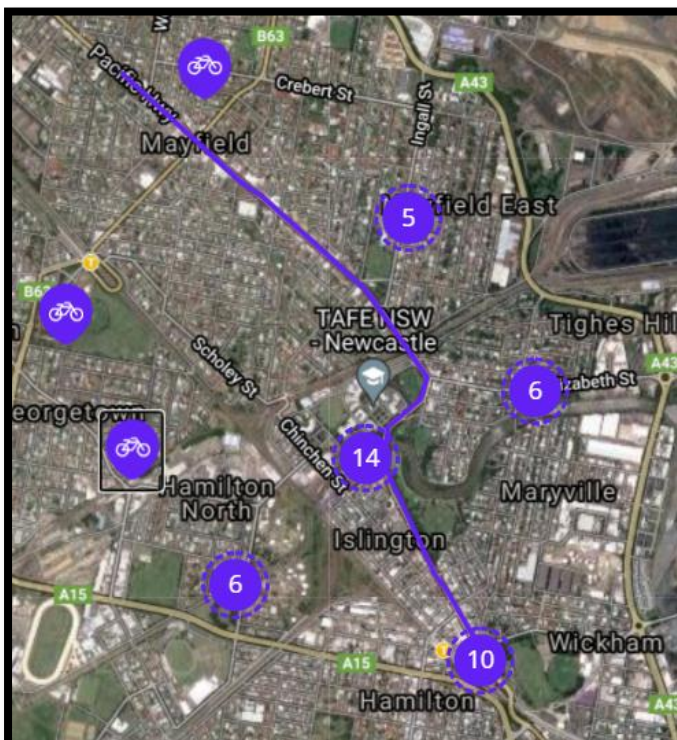


Figure 62. Map of route S13

Suggested route	Comment	Starting point latitude	Starting point longitude
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S14	Connect to the path to the Throsby Creek using Kings Rd and George St	-32.9077	151.75581
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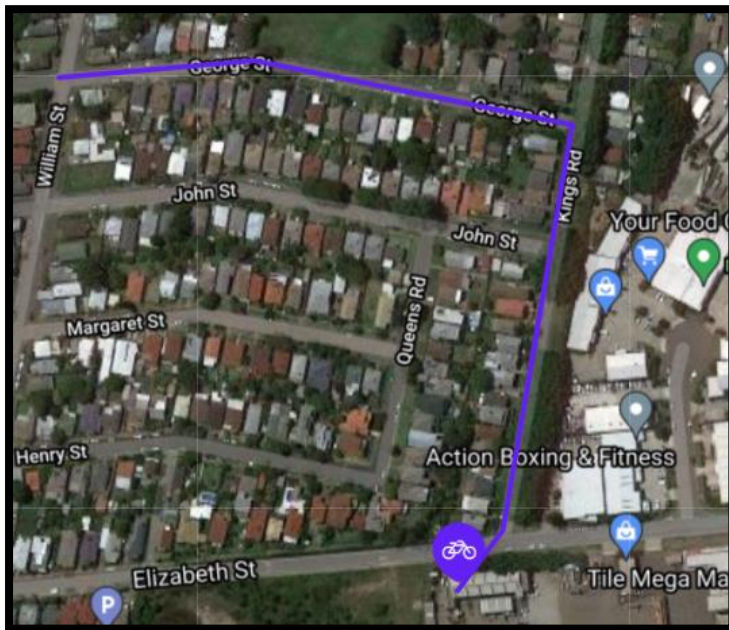


Figure 63. Map of route S14

Suggested route	Comment	Starting point latitude	Starting point longitude
S15	This should be an off road cycleway linking	-32.9172	151.73606

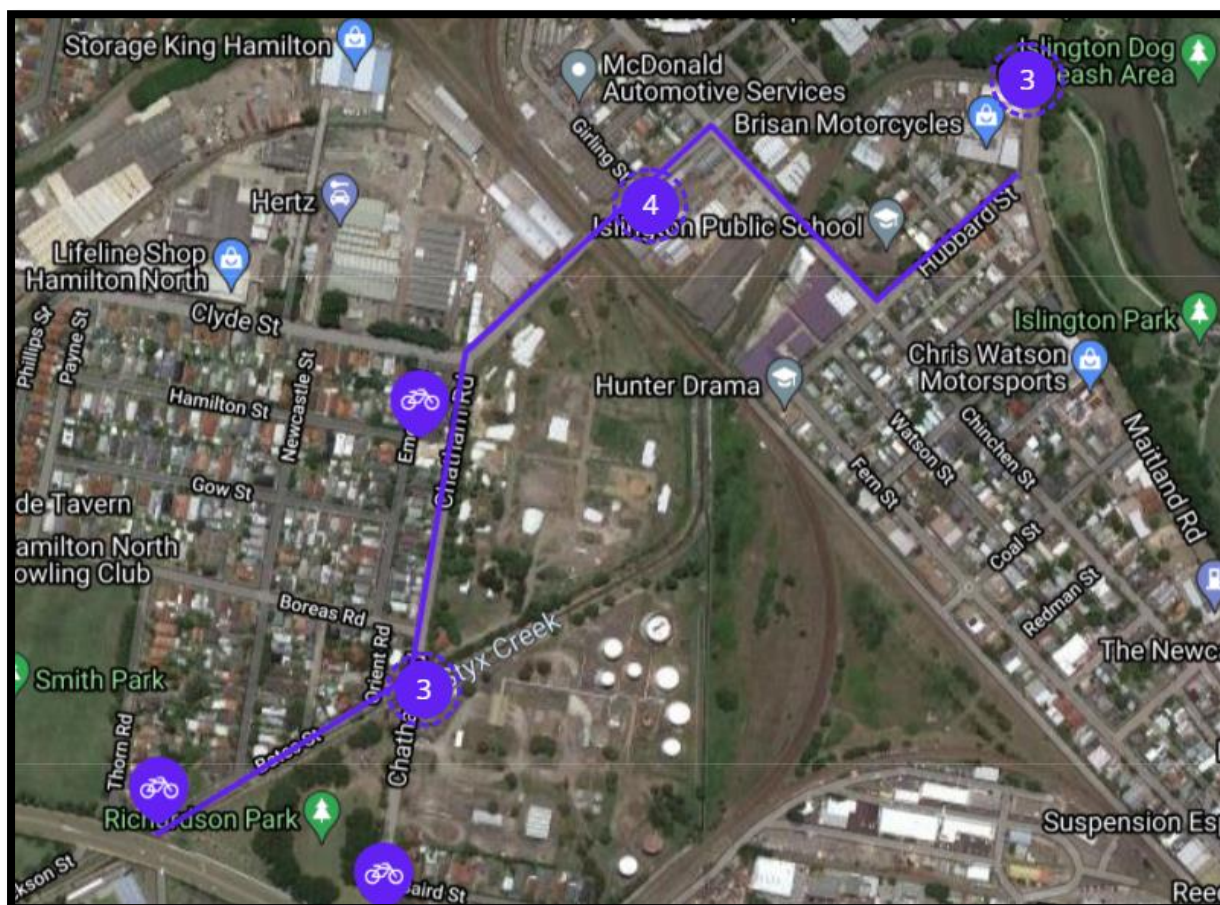


Figure 64. Map of route S15

Suggested route	Comment	Starting point latitude	Starting point longitude
S16	Highly trafficked cycle route made dangerous by speeding vehicles and high pedestrian movements. Install traffic calming devices to slow cars down and make them use another route rather than this residential street.	-32.9119	151.73318

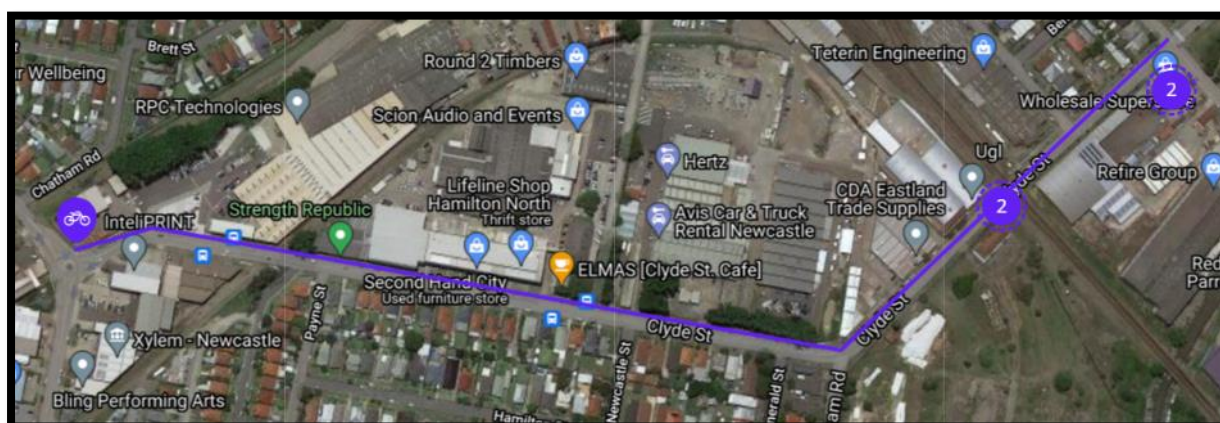


Figure 65. Map of route S16

Suggested route	Comment	Starting point latitude	Starting point longitude
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S17	A route that follows the Styx Creek would be great for cyclists as they would be able to avoid Clyde Street, Clyde Street Rail Crossing, Intersection of Clyde Street and Chinchon Street, and removes the interface of the intersection of Hubbard Street and Maitland Road	-32.9157	151.73908
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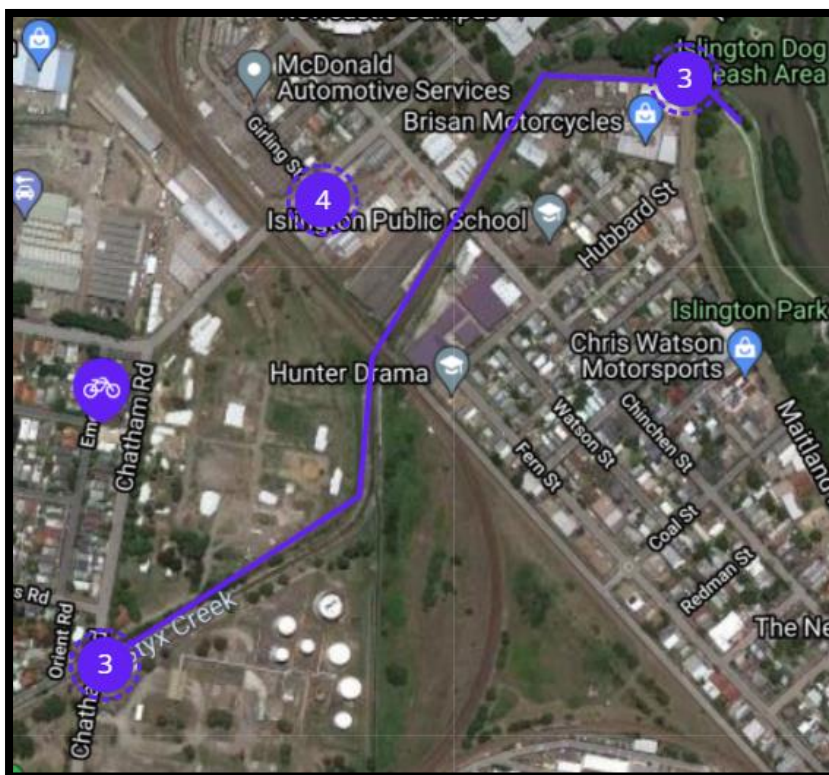


Figure 66. Map of route S17

Suggested route	Comment	Starting point latitude	Starting point longitude
S18	This section of cycleway has a high patronage of pedestrians. the path should be at least 2m wider to cater for all the traffic. There also needs to be better lighting installed because it can be scary at night, especially behind the car dealer sheds	-32.9124	151.7487

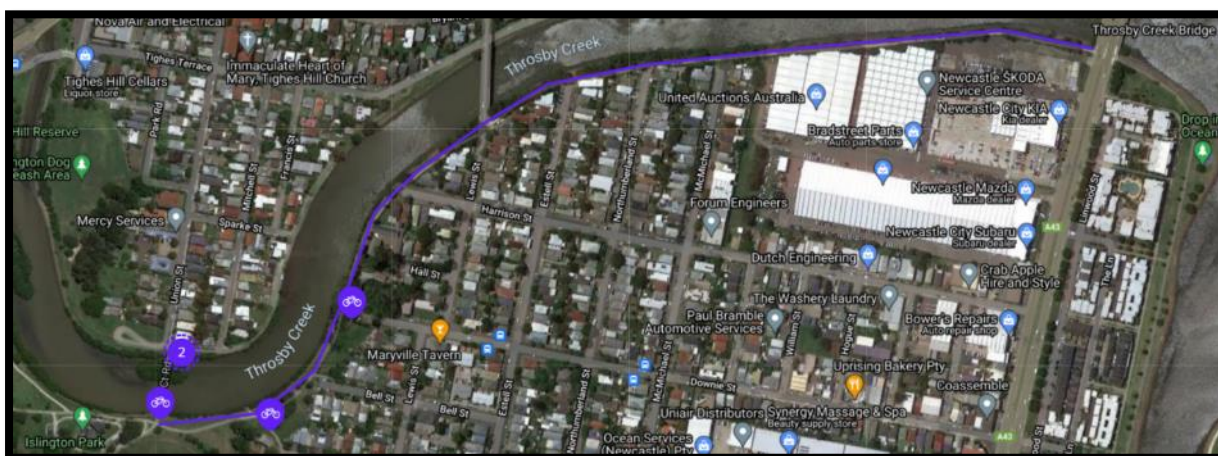


Figure 67. Map of route S18

Suggested route	Comment	Starting point latitude	Starting point longitude
S19	This should have cycleway markings. there should be a cycle lane at the intersection of Turton Road too.	-32.9096	151.71746

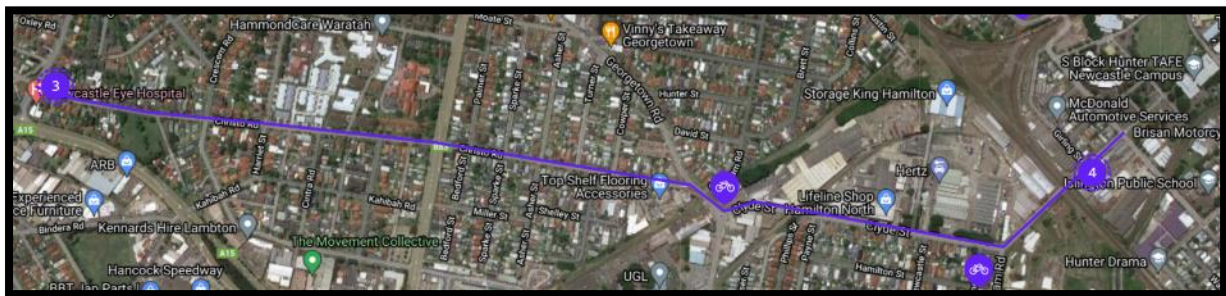


Figure 68. Map of route S19

Suggested route	Comment	Starting point latitude	Starting point longitude
S20	Use the rail corridor to join the uni to Throsby creek. Bikes only to service commuters heading in and out.	-32.8885	151.70981

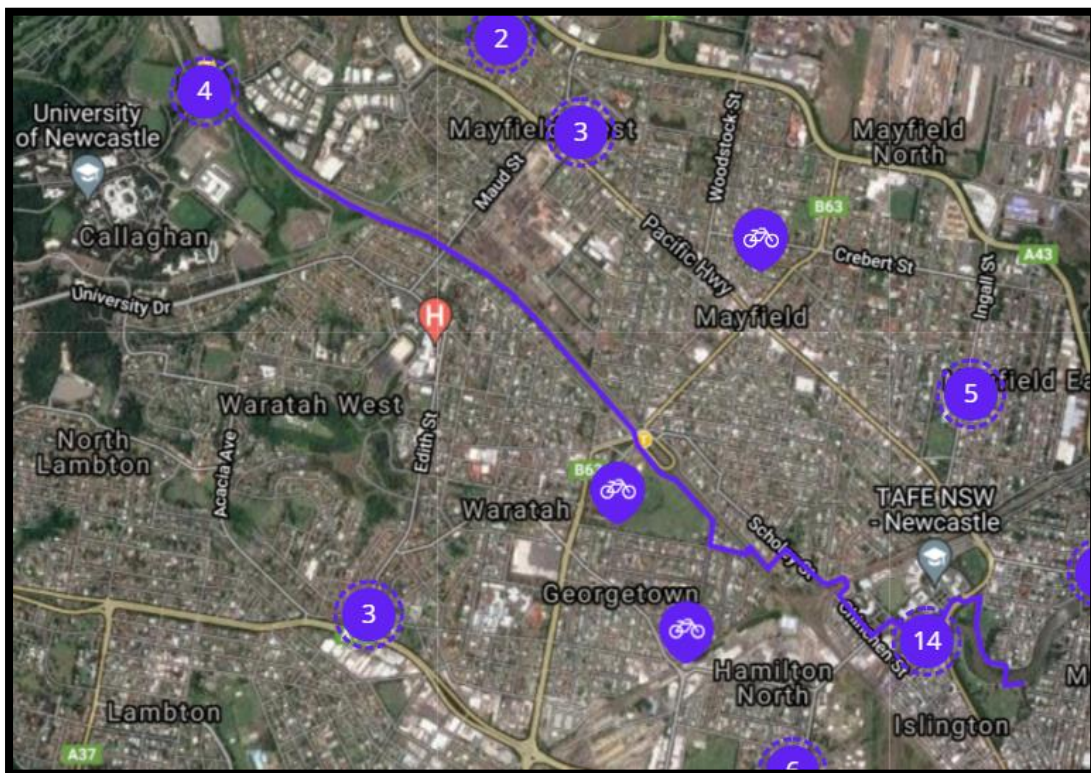


Figure 69. Map of route S20

Suggested route	Comment	Starting point latitude	Starting point longitude
S21	Continue the cycleway from Union St along Throsby Creek to Hannell St.	-32.9117	151.74896

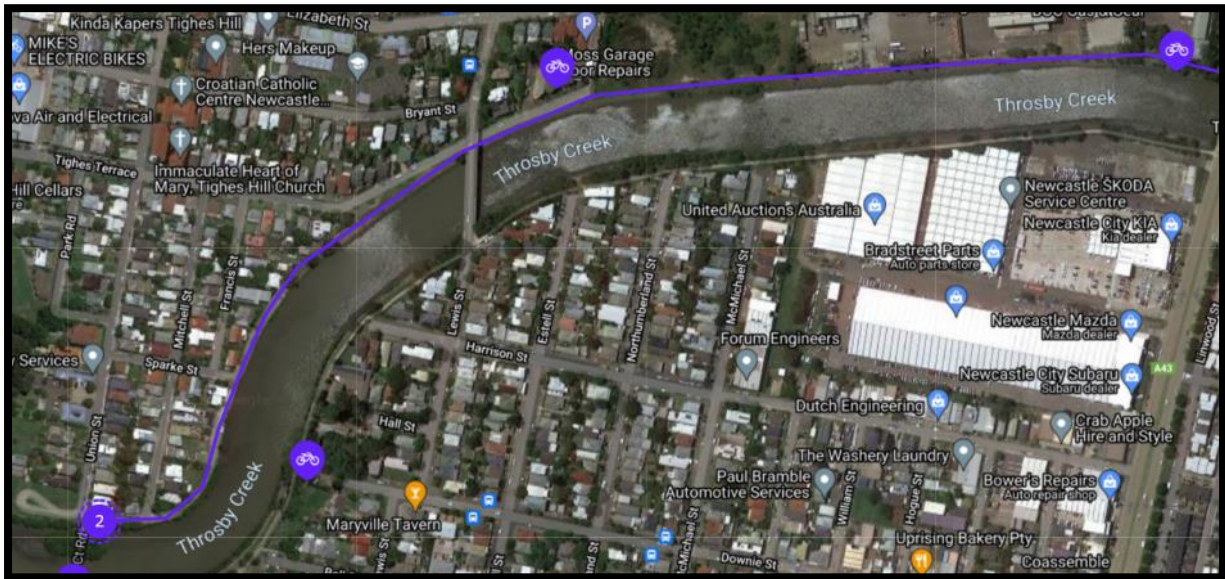


Figure 70. Map of route S21

Suggested route	Comment	Starting point latitude	Starting point longitude
S22	Continue the cycleway along Throsby Creek from Union St to Hannell St.	-32.9117	151.74896

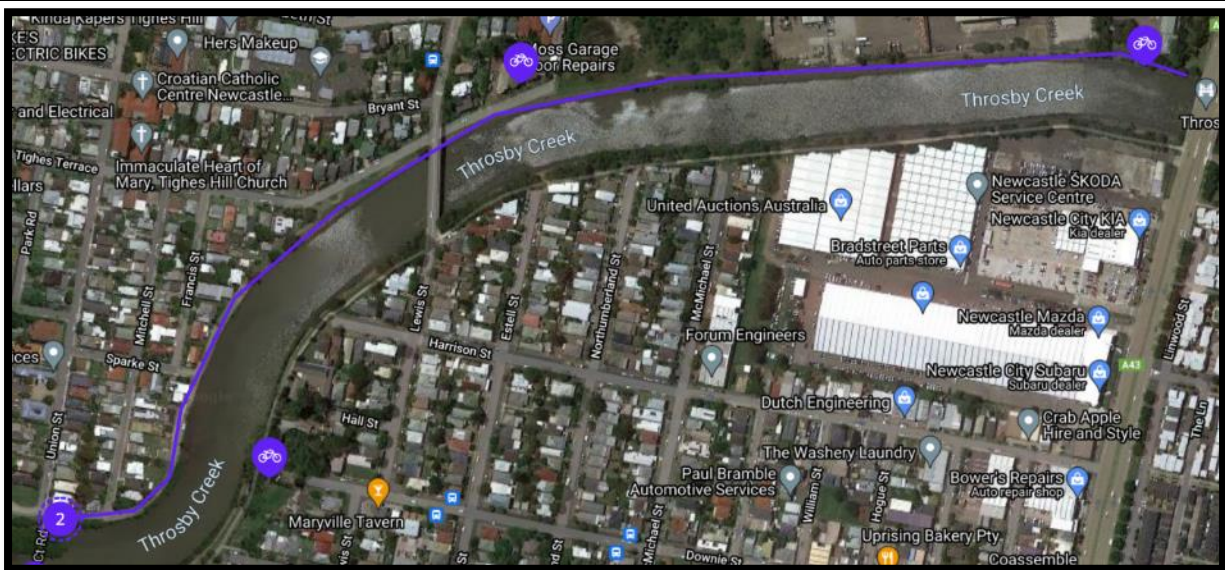


Figure 71. Map of route S22

Suggested route	Comment	Starting point latitude	Starting point longitude
S23	This would be a great cycle route. it would avoid all conflict points along the super dangerous Clyde/Chinchen Street section	-32.9158	151.73902

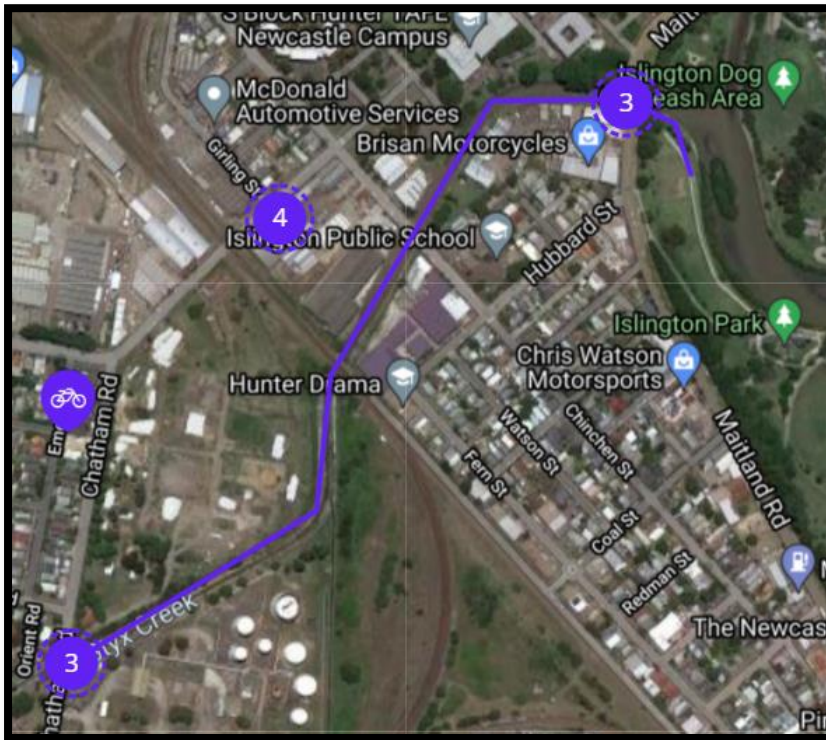


Figure 72. Map of route S23

Suggested route	Comment	Starting point latitude	Starting point longitude
S24	A cycleway in the rail corridor just like they have in Melbourne	-32.8885	151.70954

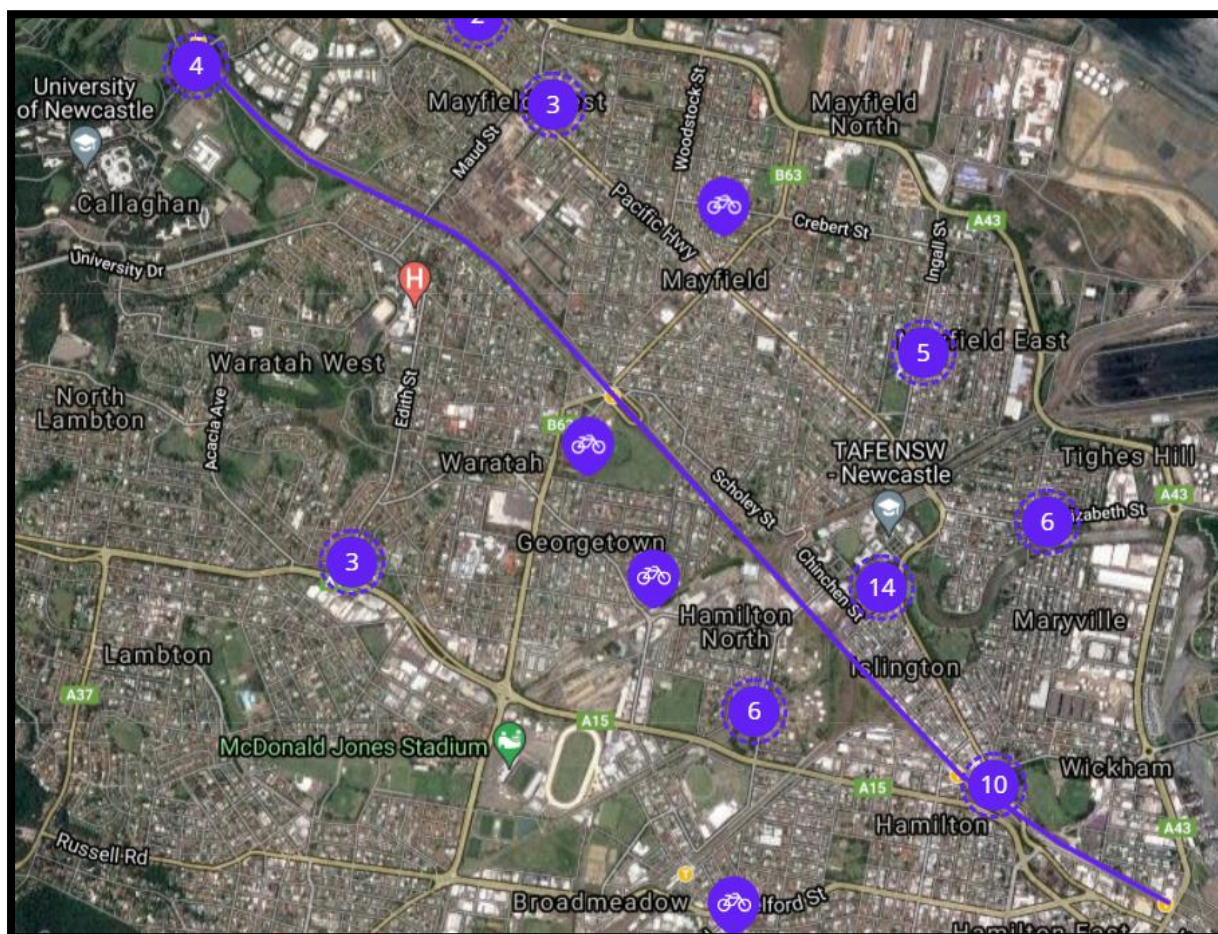


Figure 73. Map of route S24

Suggested route	Comment	Starting point latitude	Starting point longitude
S25	<p>Maitland Road is the most direct route between Mayfield and the City Centre and will connect well into planned cycleways in the West End.</p> <p>Removal of one lane on Maitland Rd is likely to have little impact on traffic flow, especially when it facilitates more use of bicycles for commutes.</p> <p>It will also improve the local centres as cycling will bring more people into the spaces and provide pedestrian and vehicle safety improvements.</p> <p>Industrial Dr is a good alternative for cars at peak times.</p>	-32.9168	151.74928

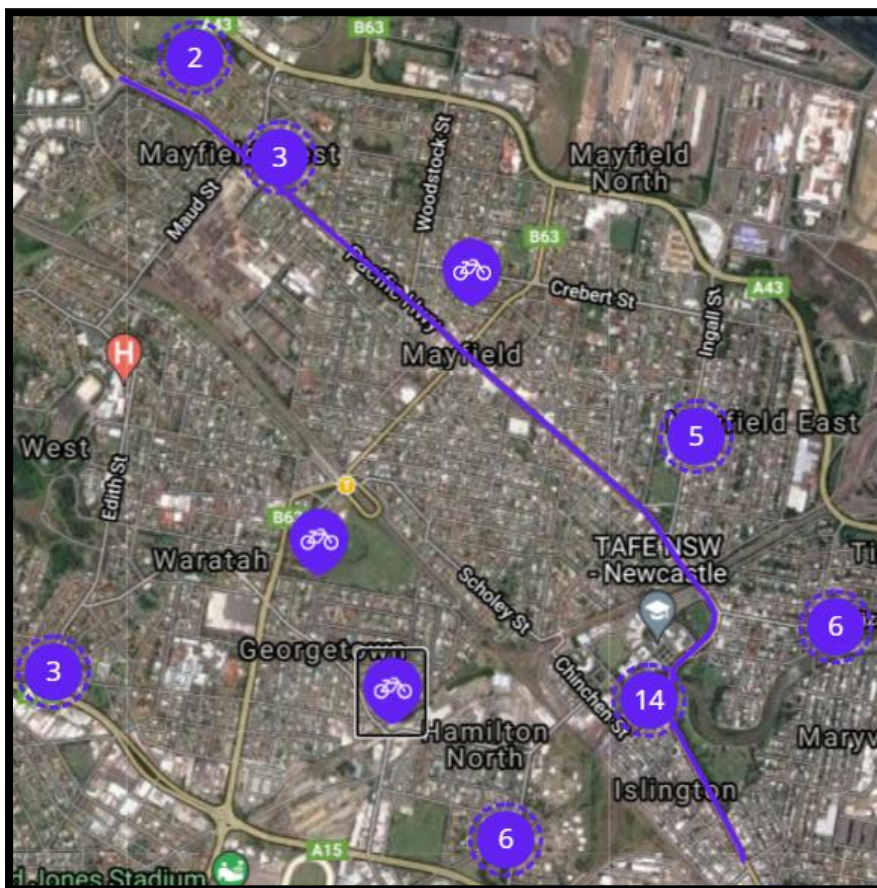


Figure 74. Map of route S25

Suggested route	Comment	Starting point latitude	Starting point longitude
S26	Albert St cycleway would provide good connection between Carrington and Wickham to Beaumont St and the rest of the network.	-32.9187	151.7507

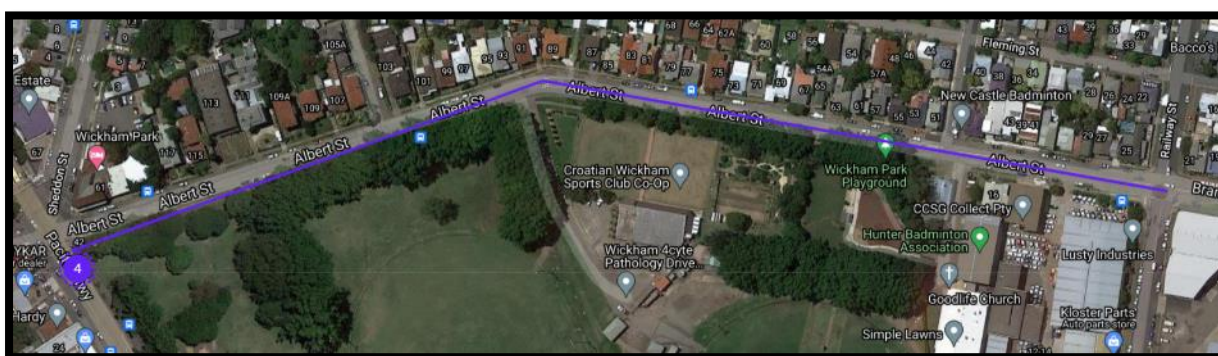


Figure 75. Map of route S26

Suggested route	Comment	Starting point latitude	Starting point longitude
S27	This allows Waratah residents to cycle safely all the way into Newcastle	-32.9098	151.7184

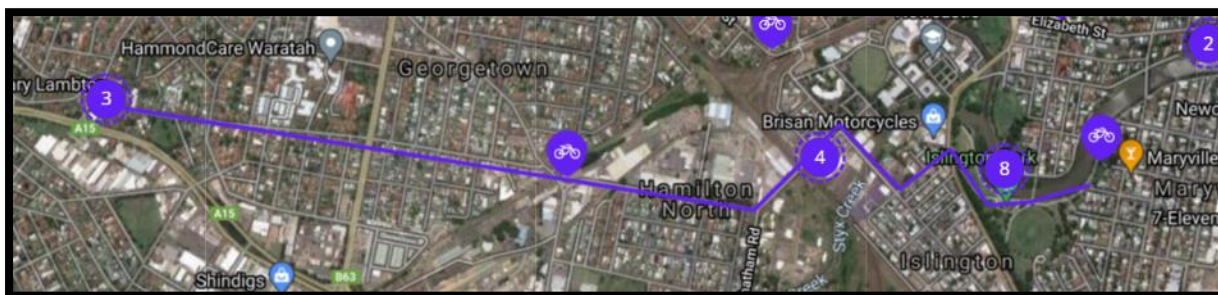


Figure 76. Map of route S27

Suggested route	Comment	Starting point latitude	Starting point longitude
S28	Improve informal connection to Industrial Drive/ Carrington	-32.9082	151.75917



Figure 77. Map of route S28

Suggested route	Comment	Starting point latitude	Starting point longitude
S29	Secondary shortcut route rather than the creek foreshore path – contraflow cycleway on one way section of road needed. Traffic calming on other sections of the street	-32.9115	151.75093

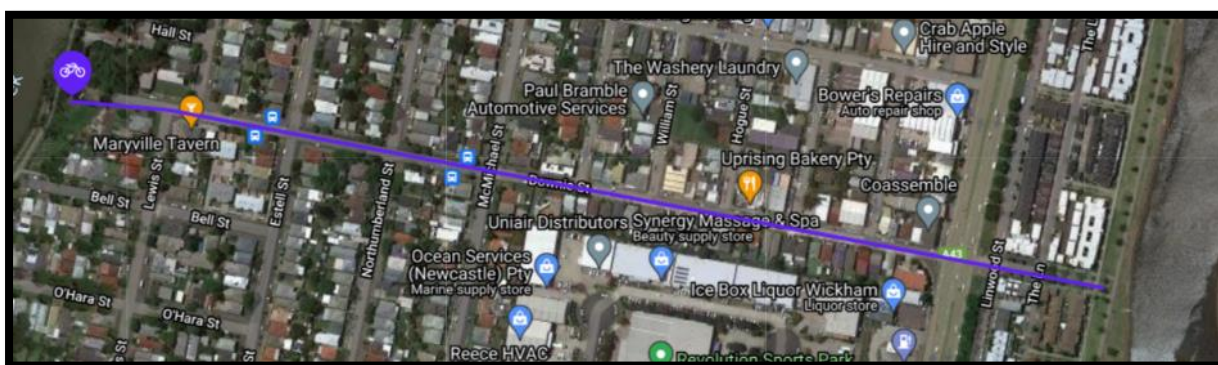


Figure 78. Map of route S29

Suggested route	Comment	Starting point latitude	Starting point longitude
S30	Safe off road route through TAFE	-32.9098	151.74594



Figure 79. Map of route S30

Suggested route	Comment	Starting point latitude	Starting point longitude
S31	Everton St much quieter and safer than Dumaresq St. Even the little hill is nice to coast down	-32.926	151.73732

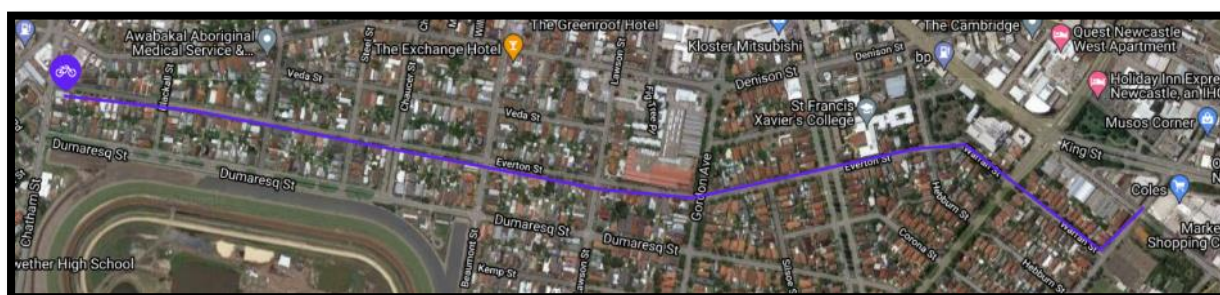


Figure 80. Map of route S31

Suggested route	Comment	Starting point latitude	Starting point longitude
S32	Not all route ride to the City or Town Centre. We often ride to Merewether from Tighes Hill. Many connections but mostly ride along Lawson Street	-32.918	151.74873



Figure 81. Map of route S32

Suggested route	Comment	Starting point latitude	Starting point longitude
S33	Better connection to Beaumont Street from park	-32.9136	151.74785

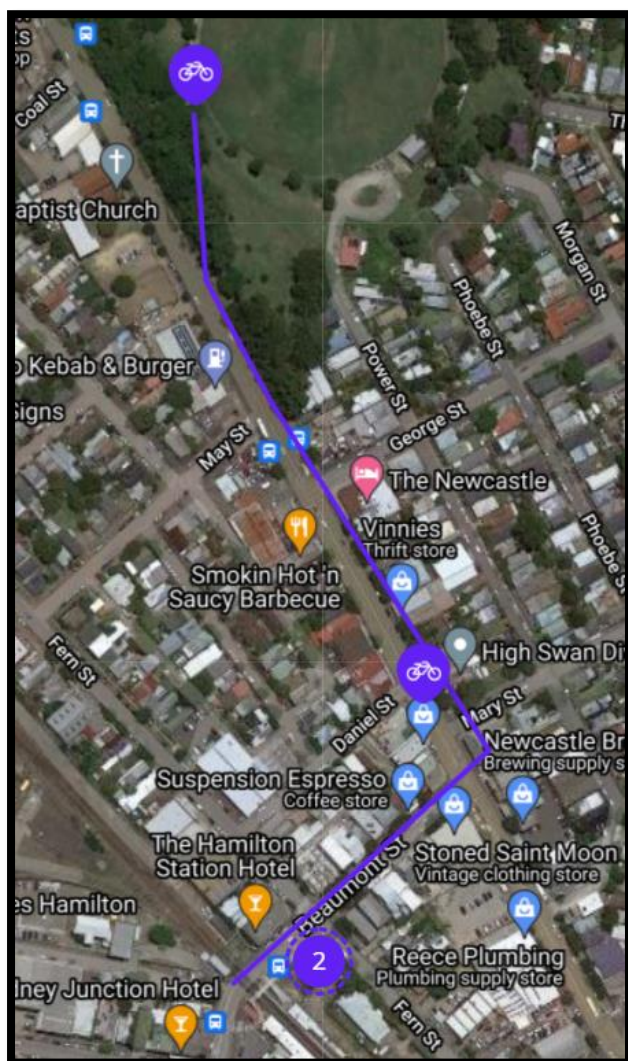


Figure 82. Map of route S33

Suggested route	Comment	Starting point latitude	Starting point longitude
S34	Connects existing safe cycleways to others	-32.911	151.74226

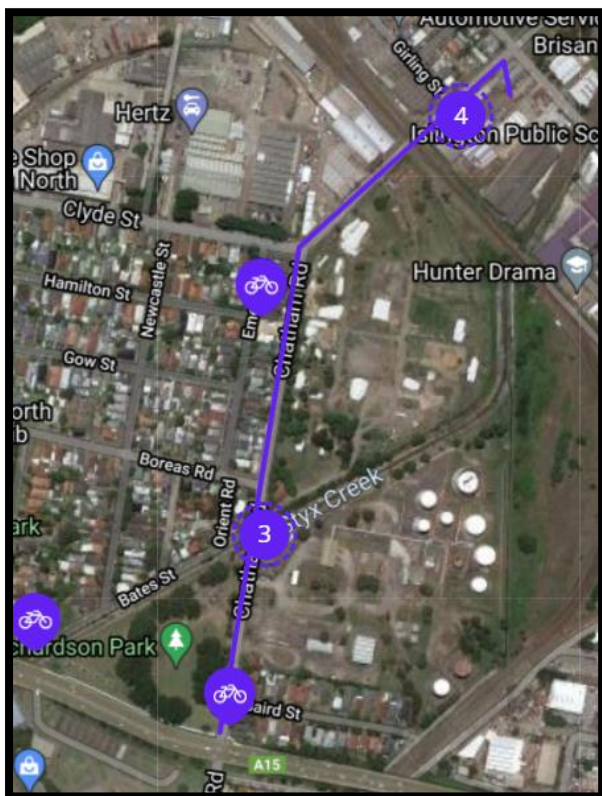


Figure 83. Map of route S34

Suggested route	Comment	Starting point latitude	Starting point longitude
S35	To extend to west someone's suggested route along Christo Road so as to join up North Lambton and Waratah West	-32.9093	151.71777



Figure 84. Map of route S35

Suggested route	Comment	Starting point latitude	Starting point longitude
S36	Cycle route along Orient Rd and Emerald St Hamilton North. Alternative to Chatham Rd Clyde St intersection when traveling north.	-32.9135	151.73901

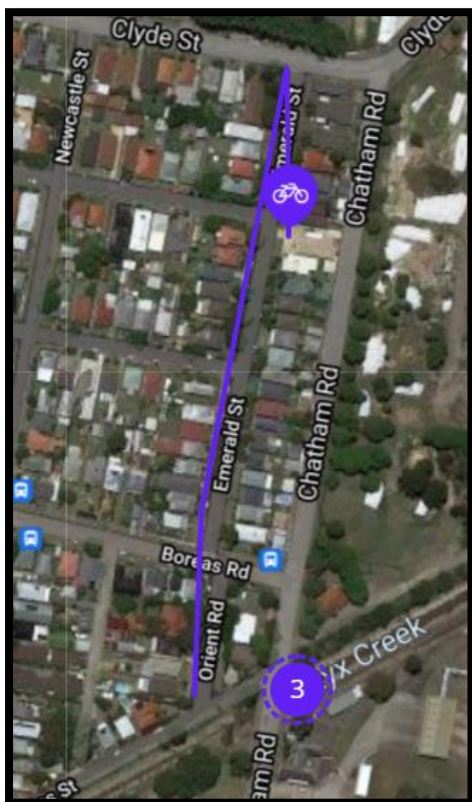


Figure 85. Map of route S36

Suggested route	Comment	Starting point latitude	Starting point longitude
S37	<p>A cycle way off the shoulder of industrial drive (similar to that of hunter street) connecting Stevenson Park, Mayfield West primary, down bull street past Hunter Christian school, balance health club & Newcastle East primary, would allow children safe access after school swimming & sports.</p> <p>It can also be connected easily to the Throsby creek cycle way for safe commute into the city or beaches.</p>	-32.9016	151.74658

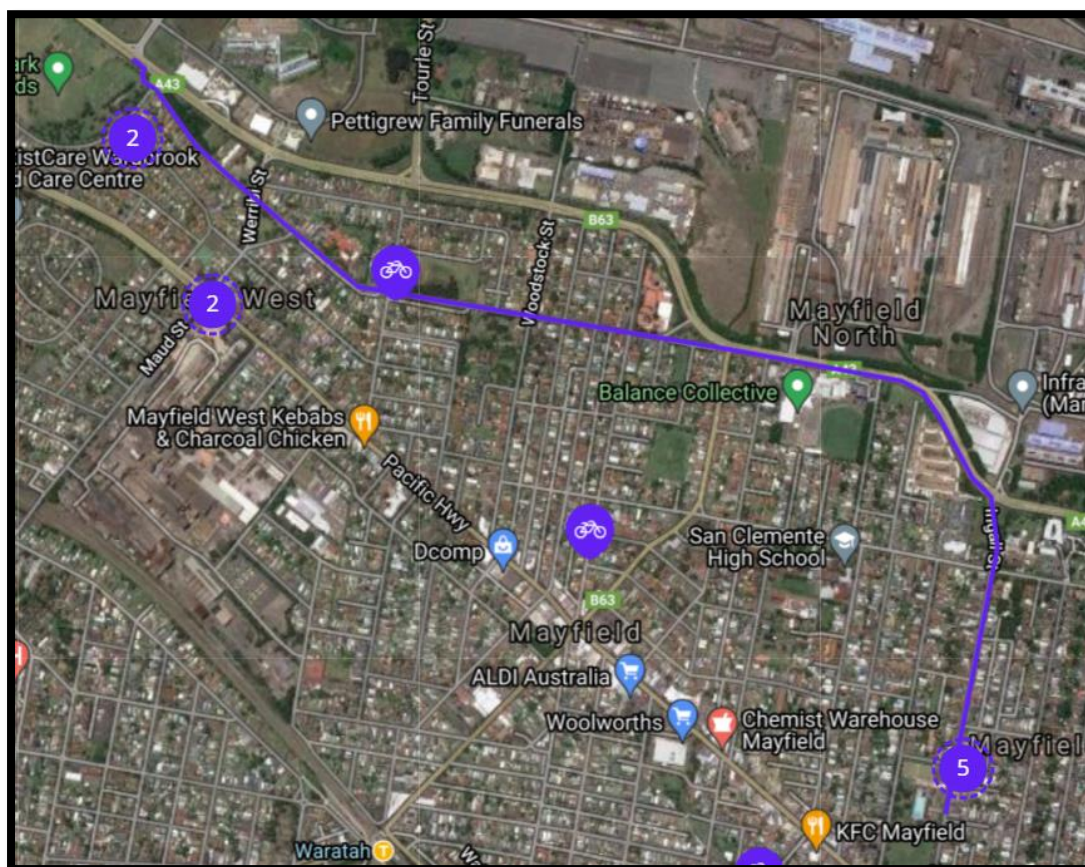


Figure 86. Map of route S37

Suggested route	Comment	Starting point latitude	Starting point longitude
S38	Bi-directional segregated cycleway to the TAFE (and to Throsby Creek)	-32.918	151.73859

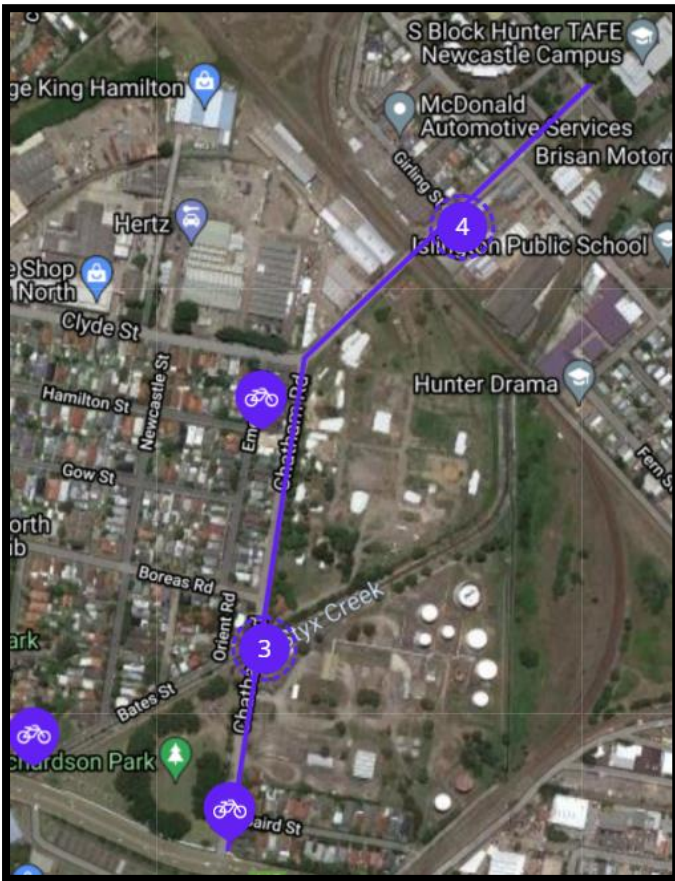


Figure 87. Map of route S38

Suggested route	Comment	Starting point latitude	Starting point longitude
S39	Local connection to the dark red route	-32.9038	151.74144



Figure 88. Map of route S39

Suggested route	Comment	Starting point latitude	Starting point longitude
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S40	This route can connect to the cycleway on Turton road which is connected to the New Lambton and Stadium cycleway. It is using part of an old rail corridor and would need a small section of land from the council depot on Turton Road. It is also using part of the existing rail corridor. There is an option to connect to the TAFE at Tighes Hill and the Islington cycleway. Thinking outside the box	-32.9181	151.74855
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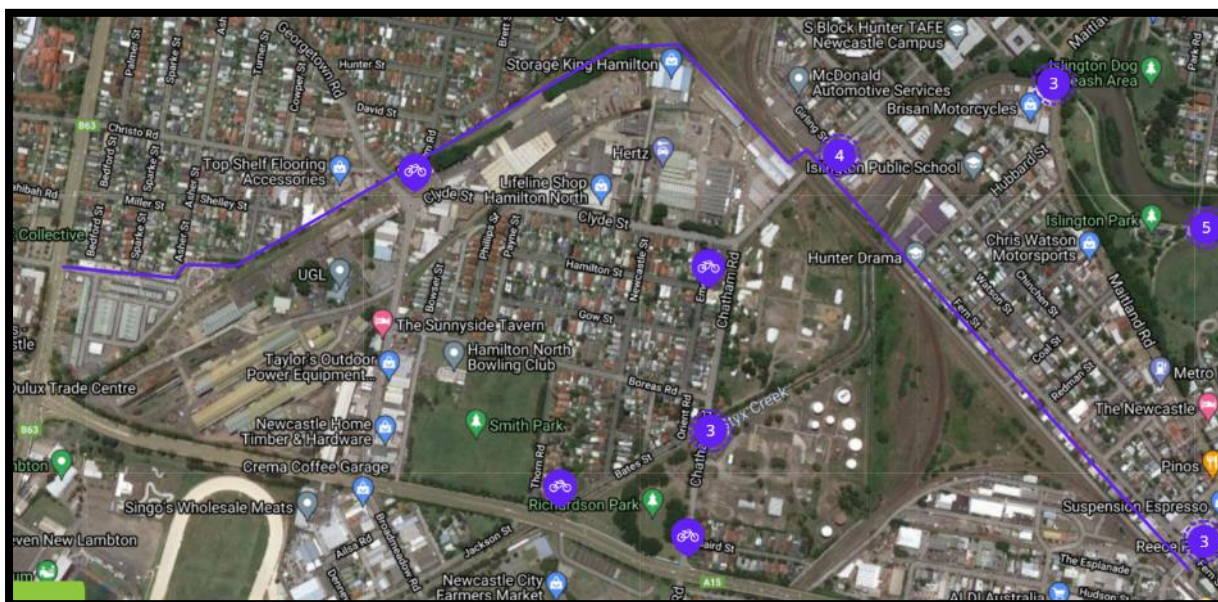


Figure 89. Map of route S40

Suggested route	Comment	Starting point latitude	Starting point longitude
S41	Road cyclists enjoy this route between Newcastle city and Stockton for the long straights, good grades and minimal stops. The hard shoulder is wide enough in many places to cycle with reasonable safety, but the gravel & rubbish should be swept more frequently. Some separated cycleway sections (with barriers) would be great at the more dangerous and narrow places, like intersections.	-32.9263	151.76787

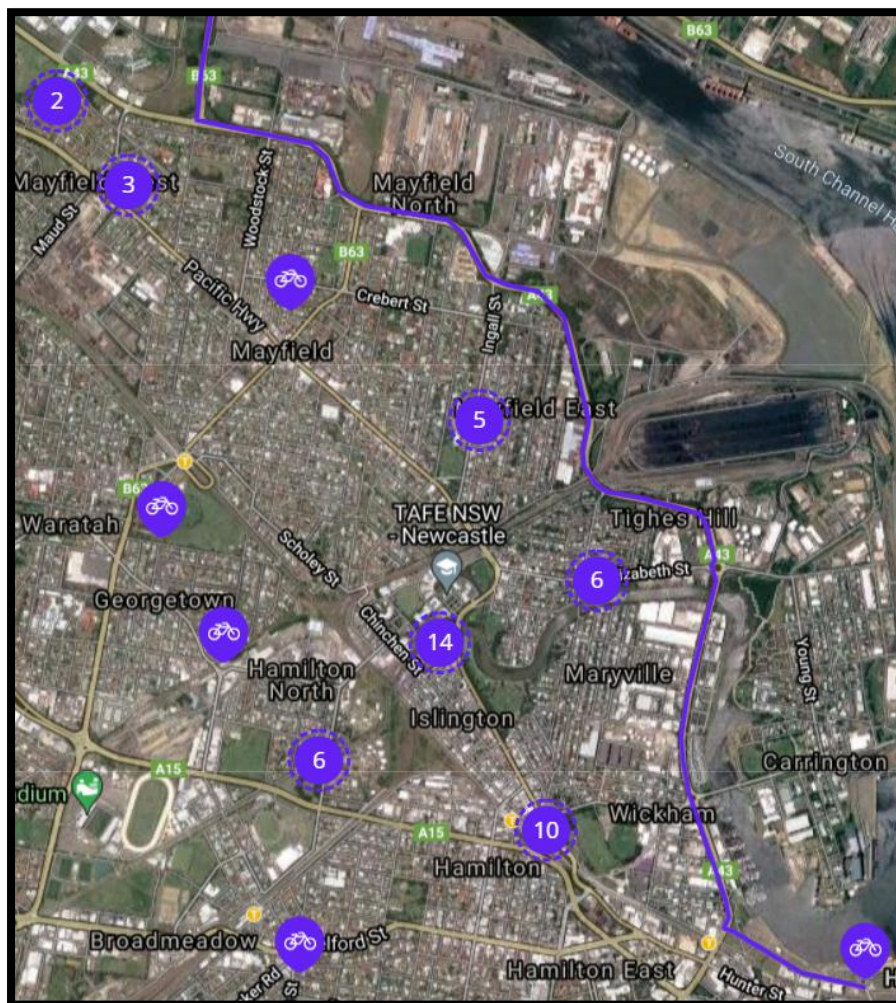


Figure 90. Map of route S41

Suggested route	Comment	Starting point latitude	Starting point longitude
S42	Connecting Clyde street to the TAFE an Maitland RD. Along Styx Creek	-32.9117	151.74091



Figure 91. Map of route S42

Suggested route	Comment	Starting point latitude	Starting point longitude
S43	This would create a wonderful loop around rapidly growing Fletcher and Minmi areas, long enough for serious cycling (and even longer when combined with Lenaghans Drive and Blackhill Road), but also a safe and scenic route to promote family cycling. It might boost the area's micro-tourism, create events calendars and revive local business like cycling shops, food outlets and recreational enterprises like Treetop Adventures (imagine family fun with cycling, running and tree-climbing "triathlons").	-32.89	151.61159

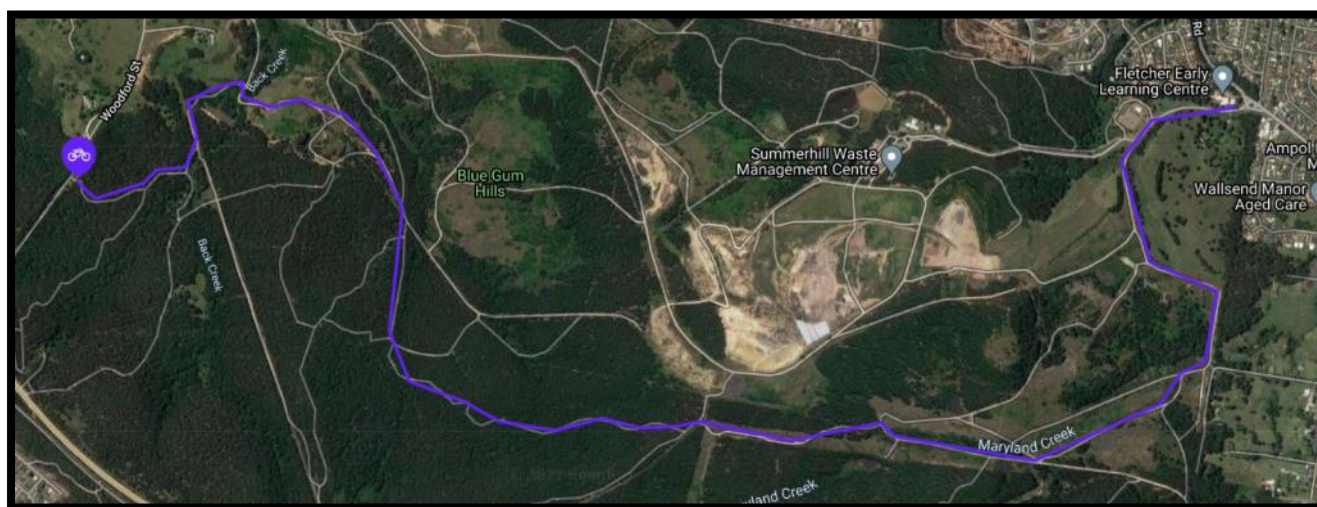


Figure 92. Map of route S43

Suggested route	Comment	Starting point latitude	Starting point longitude
S44	Connecting the University to Hamilton mainly off road	-32.8886	151.71029

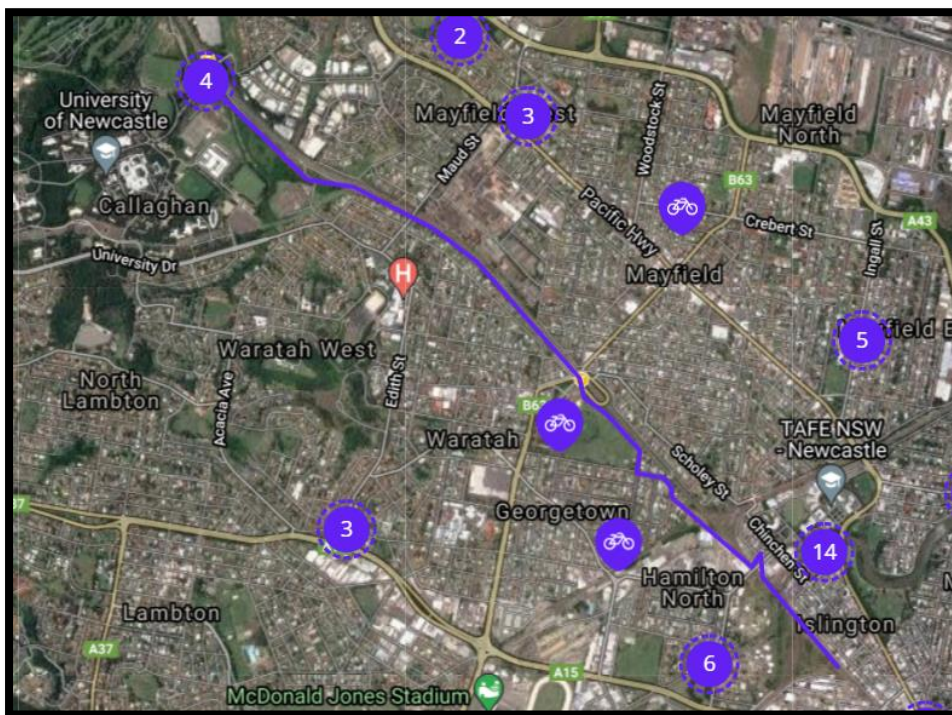


Figure 93. Map of route S44

Suggested route	Comment	Starting point latitude	Starting point longitude
S45	Popular cycling route	-32.9075	151.74958

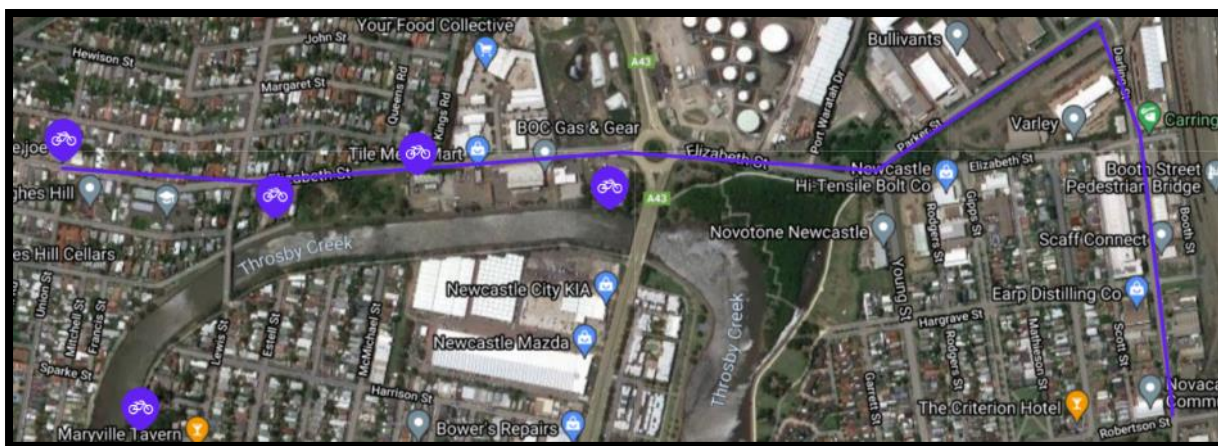


Figure 94. Map of route S45

Suggested route	Comment	Starting point latitude	Starting point longitude
S46	Families with young children have nowhere to safely cycle in Mayfield West. A shared path is part of the park masterplan. Create that path as part of Mayfield cycleway.	-32.8857	151.724

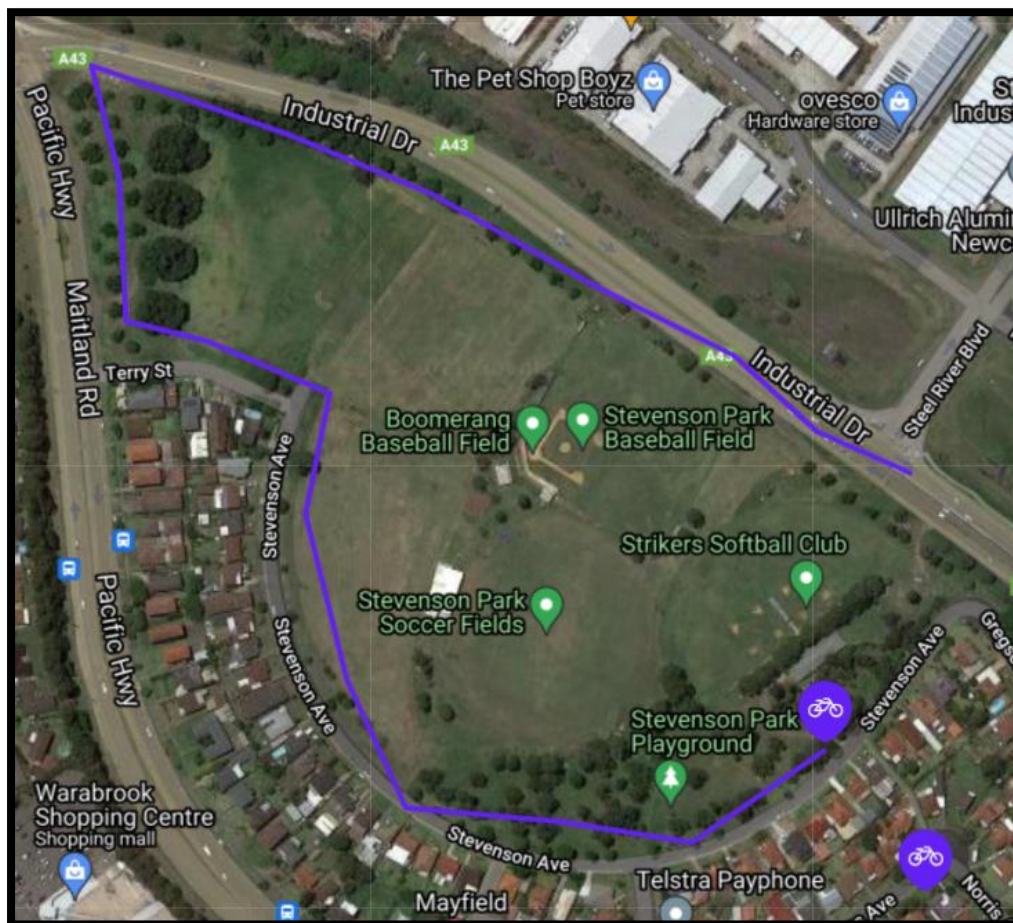


Figure 95. Map of route S46

Suggested route	Comment	Starting point latitude	Starting point longitude
S47	Connect the TAFE to waratah train station	-32.9099	151.74532

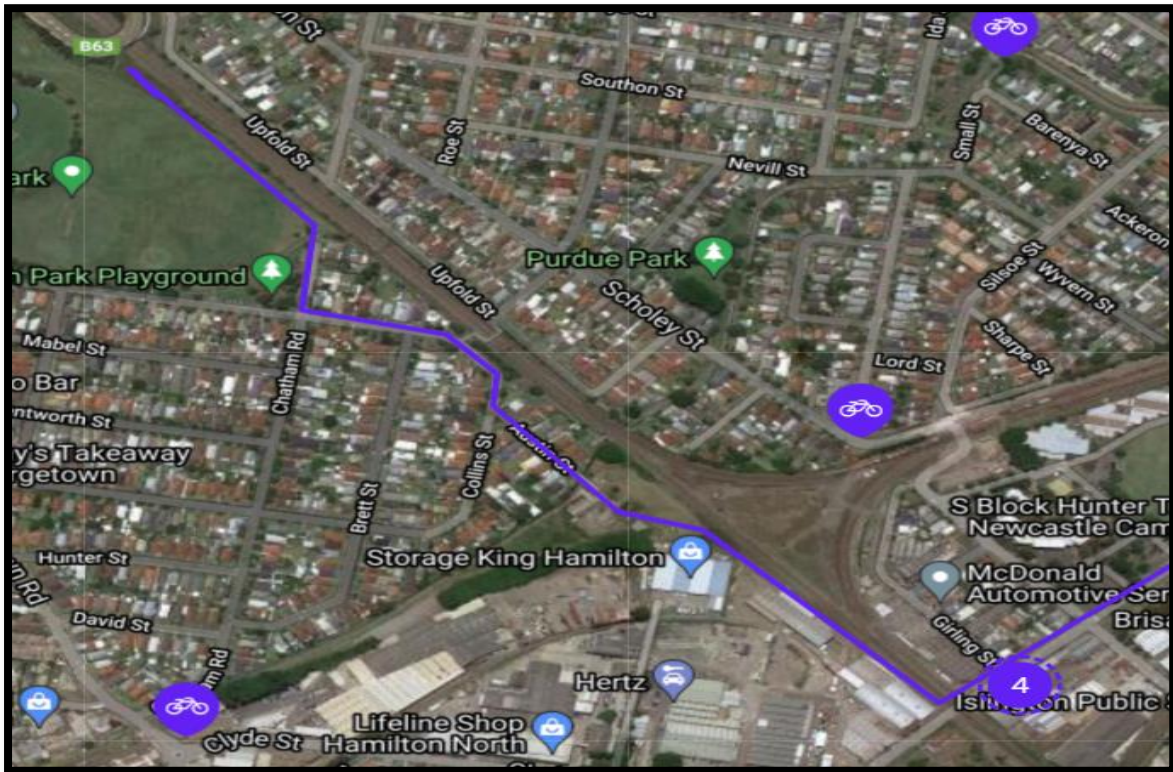


Figure 96. Map of route S47

Suggested route	Comment	Starting point latitude	Starting point longitude
S48	From Hawkins Oval to Throsby Creek	-32.9206	151.75236

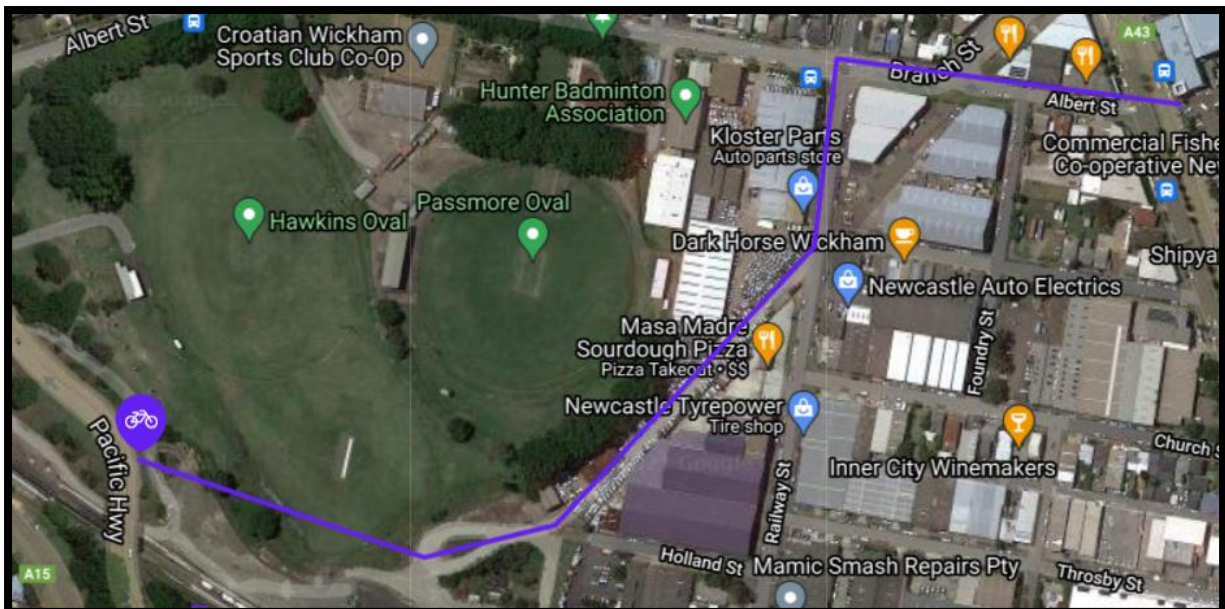


Figure 97. Map of route S48

Suggested route	Comment	Starting point latitude	Starting point longitude
S49	From Hawkins Oval to Honeysuckle	-32.9212	151.75282

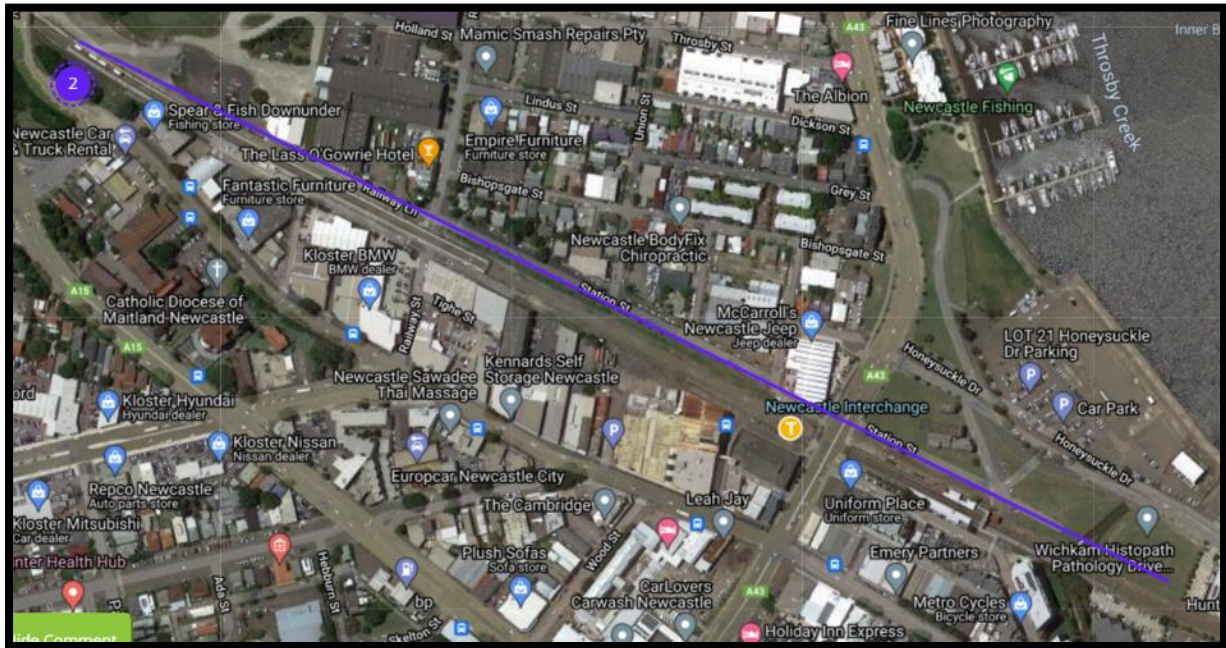


Figure 98. Map of route S49

Suggested route	Comment	Starting point latitude	Starting point longitude
S50	Kerr St to connect with safest existing route to Islington Park into the beach via Scholey St	-32.896	151.73681

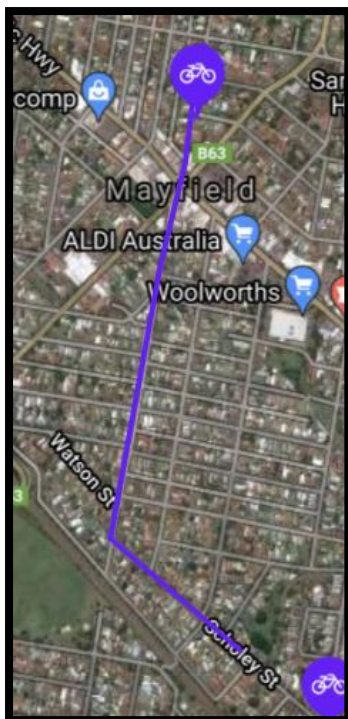


Figure 99. Map of route S50

Suggested route	Comment	Starting point latitude	Starting point longitude
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S51	Dedicated Cycle Path to the Farmers Market. Great Opportunity for Mayfield community to access public markets on Sunday.	-32.9106	151.74237
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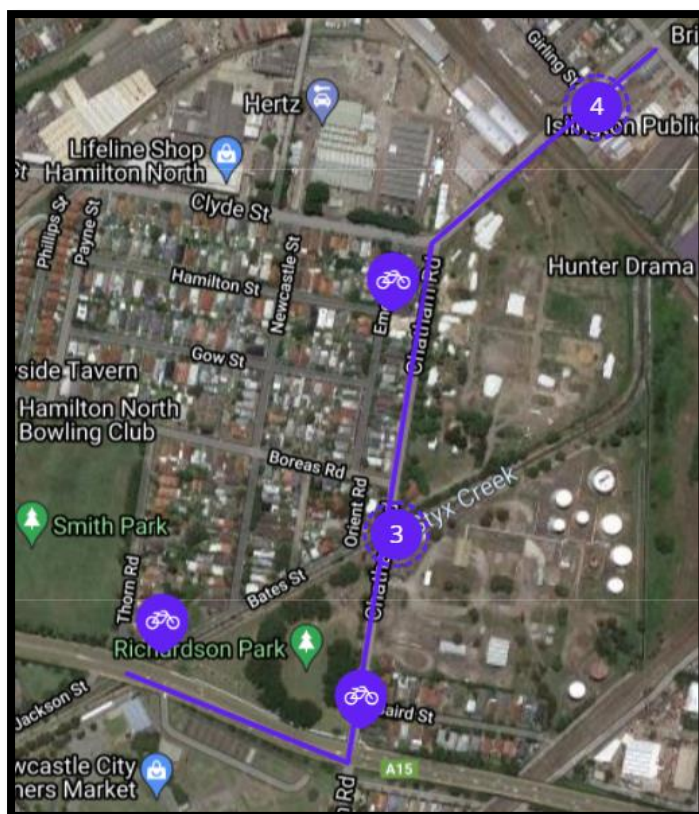


Figure 100. Map of route S51

Suggested route	Comment	Starting point latitude	Starting point longitude
S52	Could we use some of the remediated land along the creek to create a dedicated path to Islington Park?	-32.9158	151.73911

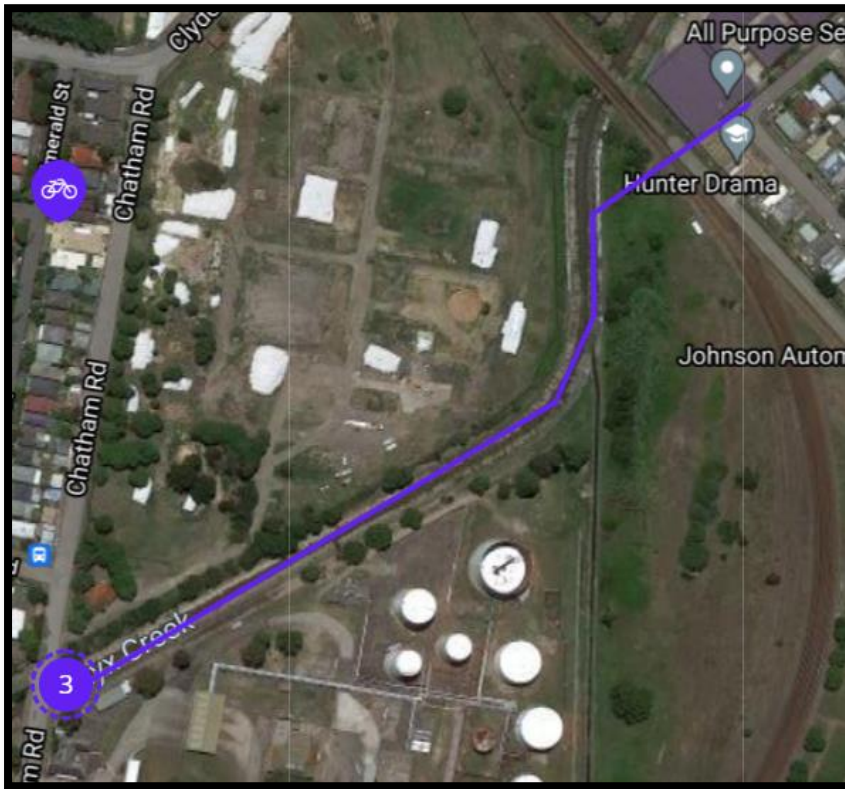


Figure 101. Map of route S52

Suggested route	Comment	Starting point latitude	Starting point longitude
S53	This is a quiet shortcut to the Throsby Creek path for commuters. The only issue is the roundabout at the Hannell/Cowper St intersection. There's limited "structure" in the form of an unprotected pedestrian passage near the surf shop but that's not family friendly and involves climbing on footpaths.	-32.9126	151.74998

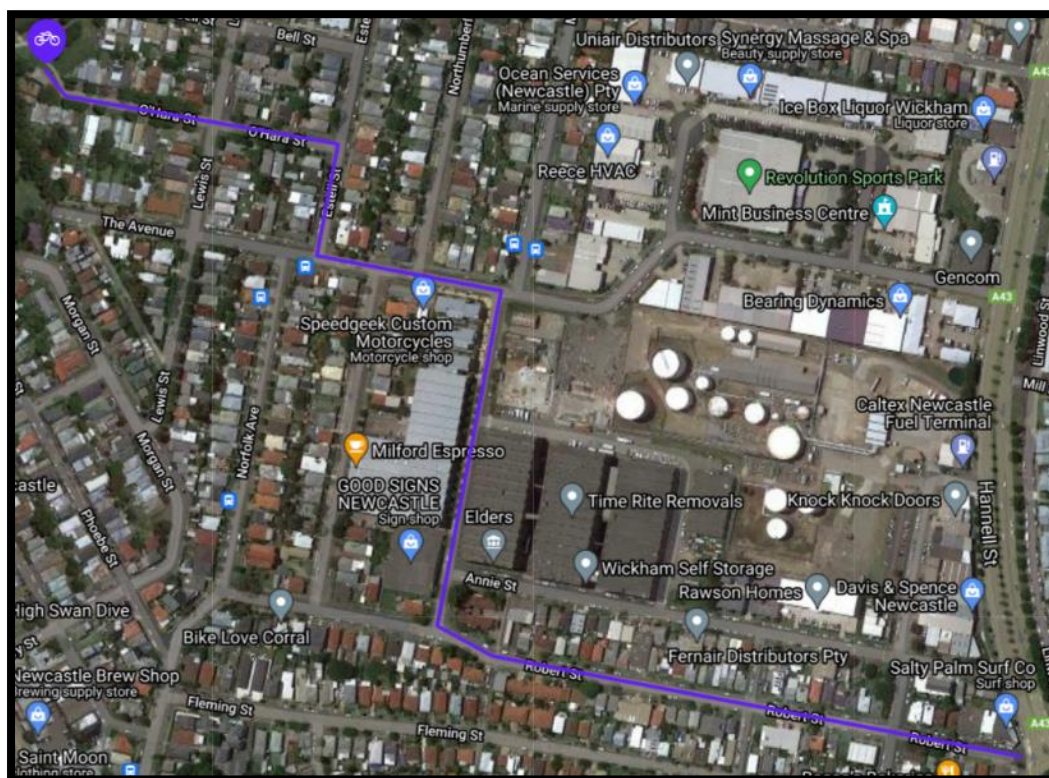


Figure 102. Map of route S53

Suggested route	Comment	Starting point latitude	Starting point longitude
S54	Suggested detour avoids climb to Georgetown and high traffic.	-32.9062	151.72986

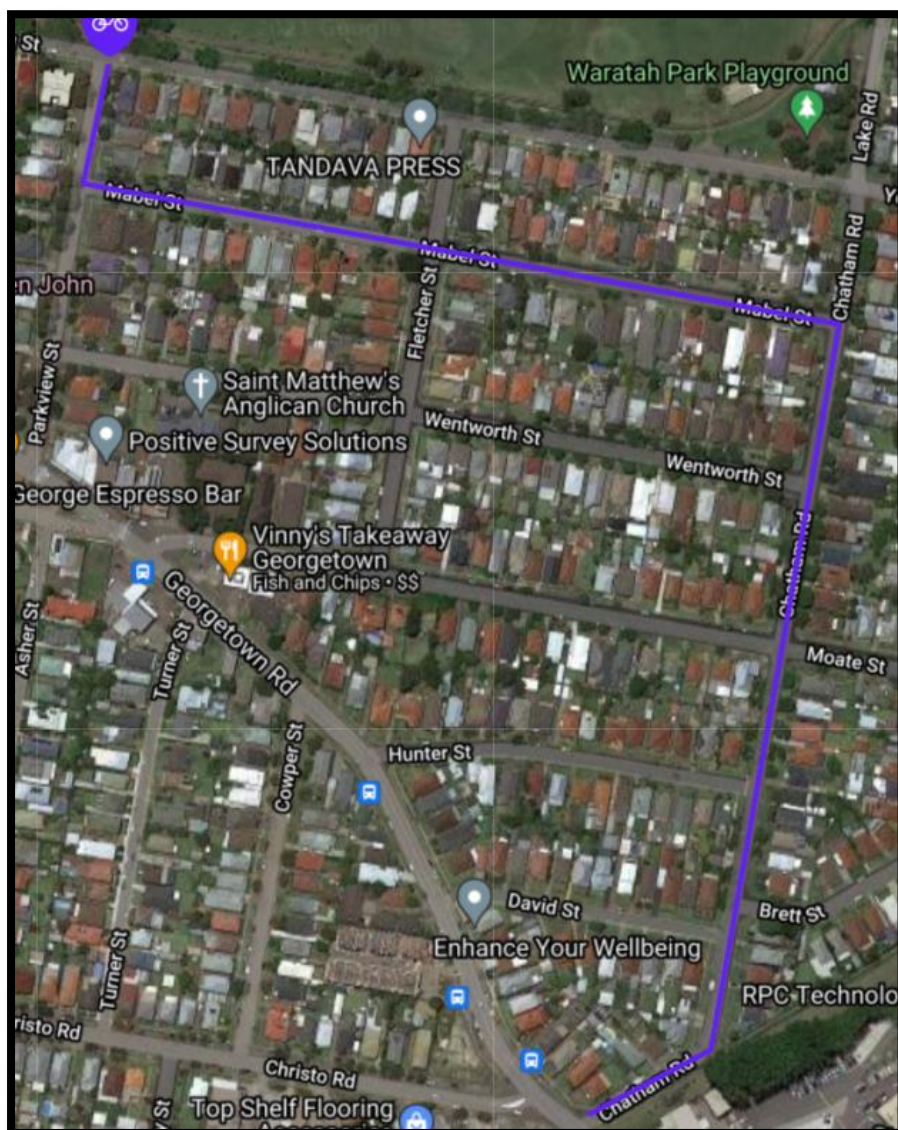


Figure 103. Map of route S54

Suggested route	Comment	Starting point latitude	Starting point longitude
S55	George street Mayfield east to Newcastle	-32.8997	151.74713

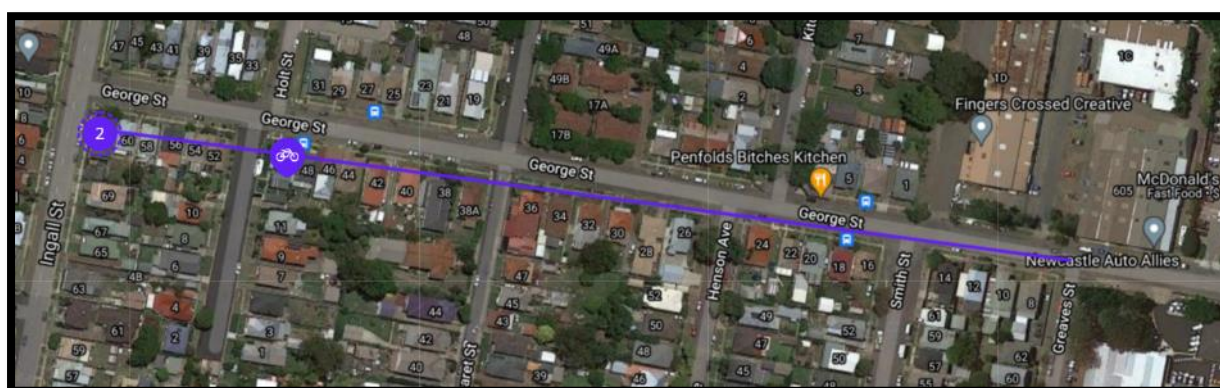


Figure 104. Map of route S55

Suggested route	Comment	Starting point latitude	Starting point longitude
S56	Options to get into town, but hard to avoid Maitland Road/Pacific Highway	-32.8998	151.74714

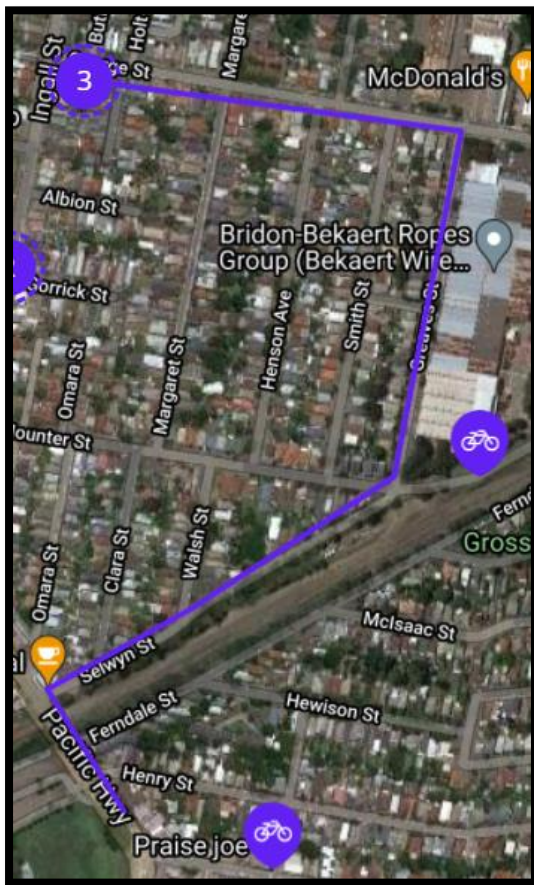


Figure 105. Map of route S56

Suggested route	Comment	Starting point latitude	Starting point longitude
S57	Safe route would be appreciated, without contending with trucks, b-doubles etc	-32.9	151.74802

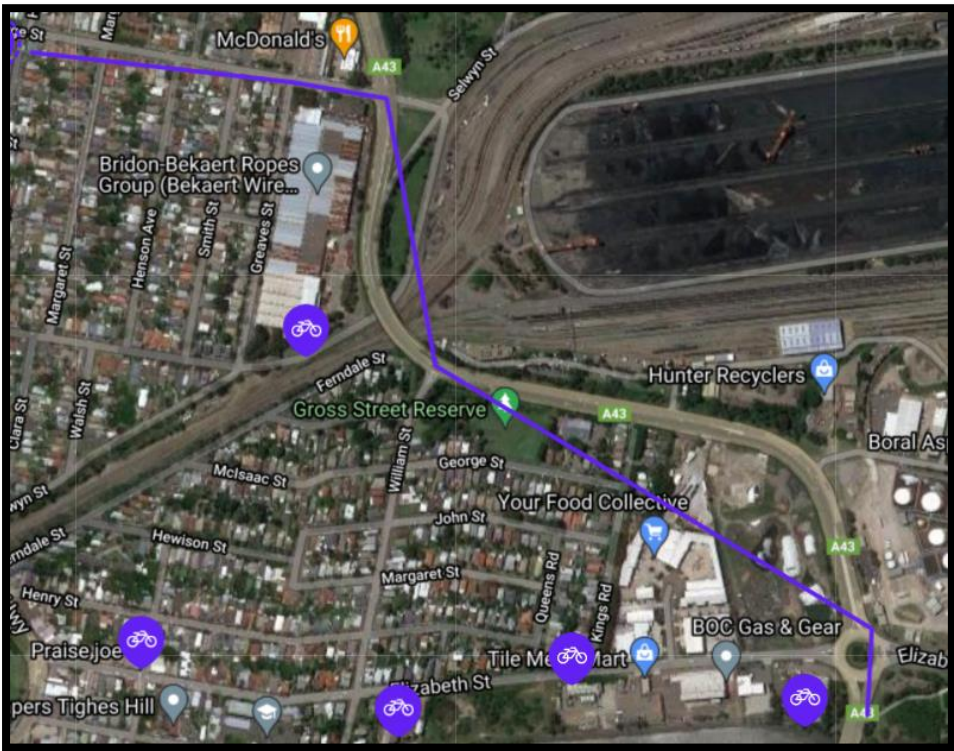


Figure 106. Map of route S57

Suggested route	Comment	Starting point latitude	Starting point longitude
S58	Making it safer for those who wish/need to cycle on road from Islington to Hunter Street where the new on-road bike paths commence, with infrastructure/separation from vehicles on the main road. At the moment there are no bike lanes and not enough room for cars to pass cyclists safely.	-32.9219	151.7527

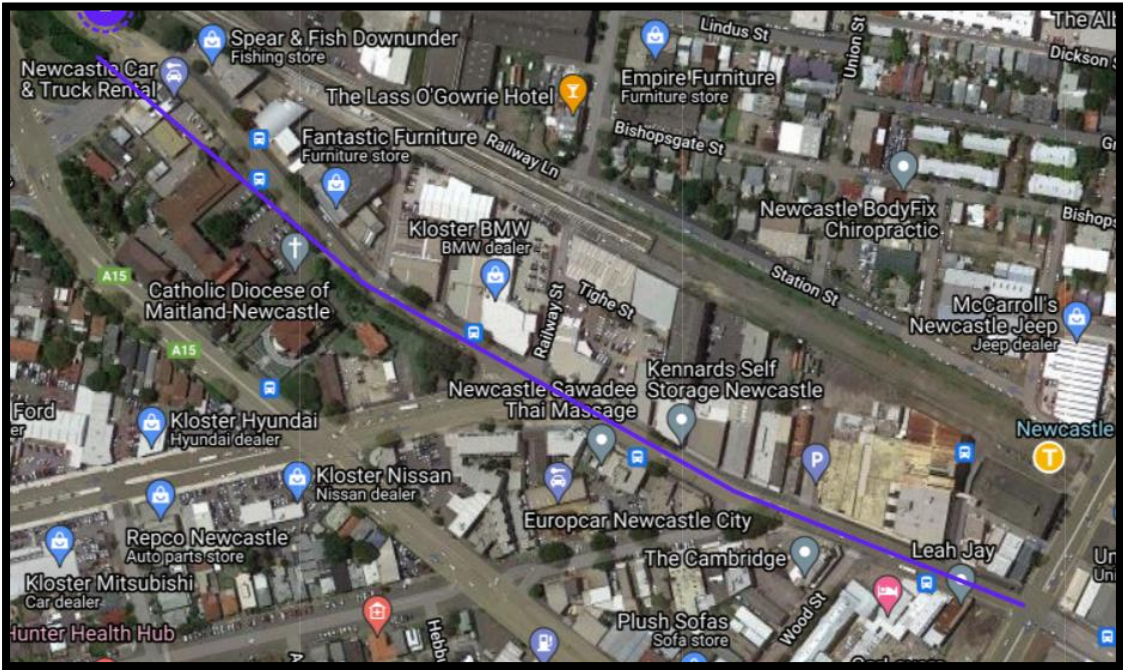


Figure 107. Map of route S58

Suggested route	Comment	Starting point latitude	Starting point longitude
S59	A boardwalk bike path along the lake and train tracks would make good use of otherwise abandoned space, and encourage exercise for those living near the university, Warabrook and Mayfield. This is a beautiful area and a boardwalk bike path would capitalize on this.	-32.8873	151.70995

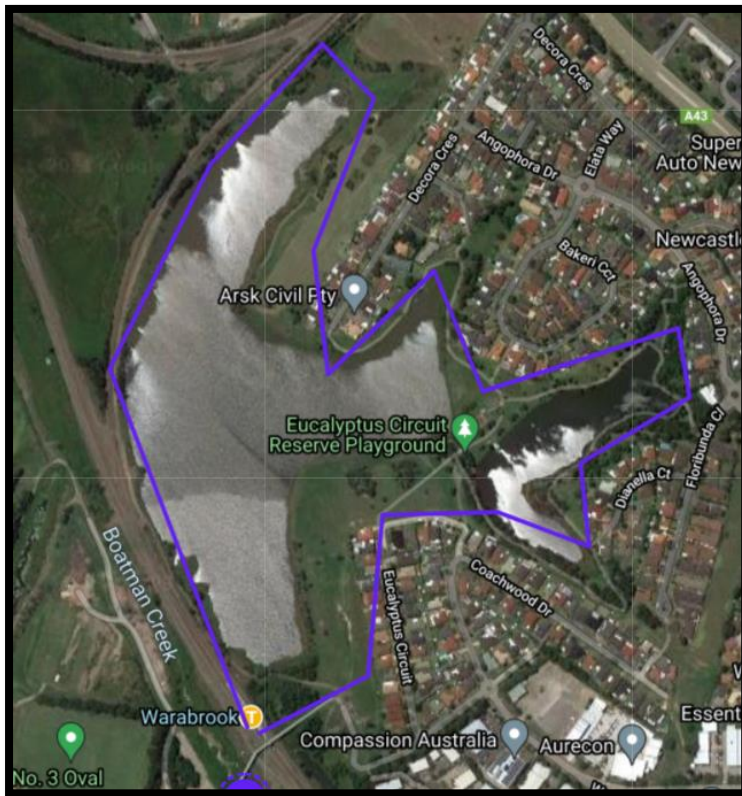


Figure 108. Map of route S59

Suggested route	Comment	Starting point latitude	Starting point longitude
S60	This would be a good route to get to the new Stevenson Park playground and link to previously existing routes.	-32.8865	151.72463



Figure 109. Map of route S60

Additional pin drops

126 comments discussed cycle paths, footpaths and roads in areas outside of the possible 34 routes proposed. See Appendix F for the list of responses by suburb.

Appendix A – Community survey

Mayfield Cycleways – Community Survey

City of Newcastle is increasing accessibility for the community by building safe and attractive new cycleways for use by residents of all ages around the Mayfield area.

This survey will take about 5 minutes and your feedback will help us to plan the locations of the new cycleways. If you would like to go into our prize draw of 2 x \$200 visa gift cards, please provide your email address at the end of the survey.

Q1. Prior to COVID-19 restrictions, how often would you ride a bike in Newcastle, generally?

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

Q2 (If never on Q1) What is the main reason that you do not ride a bike?

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

Q3. What key locations in and around the Mayfield area would you like to be able use cycle paths to travel to/from? Please provide as many locations and routes as you would like.

Q4. If cycleways were available at/around the following locations, would it increase your likelihood of using a bicycle as your method of transport for all or part of your journey?

	Increase	No impact	Not applicable
Place of work	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
School/TAFE/University	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Shops	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cafes/restaurants	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Parks/playgrounds/greenspaces	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
To/from public transport	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other (specify)_____	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q5. Would you prefer cycleways that take the most direct route to your destination, or cycleways that follow the quietest/safest roads possible?

- ☐ Most direct route possible
- ☐ Mix between directness of route and quiet roads
- ☐ Quietest/safest roads possible

Q6. Are there any other comments or suggestions you would like to make in relation to new cycleways around the Mayfield area?

Demographics

Q7. What is your gender?

- ☐ Male
- ☐ Female
- ☐ Prefer to self describe (_____)
- ☐ Prefer to not say

Q8. What is your age group?

18-24

25-34

35-44

45-54

55-64

65-74

75+

Prefer not to answer

Q9. What suburb do you live in?

Q10. If you would like to be entered into our prize draw for 2 x \$200 visa gift cards, please provide your contact details:

First name:

Email:

Thank you for taking the time to complete this survey. Your feedback will be important for City of Newcastle in planning the locations of the new cycleways. For further information, please visit Newcastle.nsw.go.au/yoursay

Appendix B – Student/staff/parent survey

Mayfield Cycleways – Student/Staff/Parent Survey

City of Newcastle is increasing accessibility for the community by building safe and attractive new cycleways for use by residents of all ages in Mayfield and the surrounding area.

This survey will take about 5 minutes and asks students, teachers and parents what new cycleways are needed for travel to schools, TAFE and University. There is also a general community survey available if this one is not applicable to you.

If you would like to go into our prize draw of 1 x \$250 book voucher for your educational institution and 1 x \$250 book voucher for yourself, please provide your email address at the end of the survey.

Q1a. Are you a student, parent or teacher/staff member?

- ☐ Student
- ☐ Parent
- ☐ Teacher/staff member

Q1b. What type of educational institution do you/your child(ren) attend/work at?

- ☐ Primary school
- ☐ High school
- ☐ TAFE
- ☐ University

Q1c. (If Primary or High school in Q1b) What is the name(s) of the school you/your children attend/work at?

Q2. Prior to COVID-19 restrictions, how often would you/your child(ren) ride a bike in Newcastle, generally?

- ☐ Daily
- ☐ More than once a week
- ☐ Weekly
- ☐ Every couple of weeks
- ☐ Monthly
- ☐ Every couple of months
- ☐ 6 monthly

- Yearly +
- Never

Q3 (If never on Q2) What is the main reason that you/your child(ren) do not ride a bike?

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

Q4. (If not never in Q2) Prior to COVID-19 restrictions, did you/your child(ren) ever ride their bike for all or part of the journey to school/TAFE/University?

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

Q5. If safe cycleways were available for all or part of your/your child(ren)'s journey to school/TAFE/University, how likely are you/your child(ren) to use a bicycle for all or part of the journey?

- Extremely likely

- Very likely
- Likely
- Not very likely
- Not at all likely

Q6. What key locations in and around the Mayfield area would you/your child(ren) like to be able use cycle paths to travel to/from? Please provide as many locations and routes as you would like.

Q7. Would you prefer cycleways that take the most direct route to your/your child's destination, or cycleways that follow the quietest/safest roads possible?

- Most direct route possible
- Mix between directness of route and quiet roads
- Quietest/safest roads possible

Q8. Are there any other comments or suggestions you would like to make in relation to new cycleways around the Mayfield area?

Demographics

Q9. What is your gender?

- Male
- Female
- Prefer to self describe (_____)
- Prefer to not say

Q10. What is your age group?

Under 10

10-13

14-17

18-24

25-34

35-44

45-54

55-64

65-74

75+

Prefer not to answer

Q11. (If parent in Q1) What is your age group of your child(ren)?

Under 10

10-13

14-17

Prefer not to answer

Q12. What suburb do you live in?

Q13. If you would like to be entered into our prize draw for 1 x \$250 book voucher for your educational institution and 1 x \$250 book voucher for yourself, please provide your contact details:

Name:

Name of school/TAFE/University:

Email:

Thank you for taking the time to complete this survey. Your feedback will be important for City of Newcastle in planning the locations of the new cycleways. For further information, please visit Newcastle.nsw.go.au/yoursay

Appendix C – Written submissions

Submission 1

I'm an older cyclist from The Junction who regularly enjoys riding around Newcastle. I think it's great the improvements being made for safe riding routes, however, there's one black spot which I think needs your urgent attention: the road that leads to East End Horseshoe Beach parking area from Wharf Road. On a busy weekend trying to cross this road as a pedestrian or a cyclist is a nightmare, with drivers often disregarding the 30 km speed limit and cyclists and pedestrians impatient to cross. Hopefully your road traffic planners can come up with a safe solution.

Submission 2

Ok I was asked for my comments about this. my comment is who cares? nobody wants to cycle around Mayfield. meanwhile you have destroyed a world class cycling route along Newcastle harbour . this has been years now. do we have any assurance that the cycleway will be straight along the harbour front when the building of unit blocks right up to the water is over? i sometimes drive up from Sydney (I have a house in Newcastle too) to ride along the harbour and can never do it.

This is far more important than Mayfield. who drives from anywhere to cycle there?

Submission 3

The route number 3 from Mayfield west to Throsby Creek is very safe and would be great for inexperience riders ,children and those who just like riding without heavy traffic. I take this route when I am with those who are uncomfortable with the traffic.

Most of the time I use Maitland road as it is more direct and quicker, however the traffic is challenging at times. This would be a good route for those who want to shop in Mayfield.

The footpath could be widened a couple trees would need to be removed but be safer that being on the road.

If any of those route gets built i will definitely use them.

I look for to see what will done. The suburb is getting younger and any improvement with cycle ways would be welcome and use.

Submission 4

I think the priorities are all wrong. What Mayfield needs is footpaths to stop people walking down the middle of the roads. A massive problem for motorists and pedestrians alike everywhere in the suburb.

Submission 5

I am a resident in Mayfield east.

I ride quite a bit on my own and with my family.

I would really love to see the stretch from industrial Drive at George st Mayfield east linked down around Tighes hill and the roundabout through to the Carrington route. All along industrial drive.

This would ideally be shared footpath and cycle way.

Submission 6

Please build a dedicated cycle / pedestrian /pram bridge over the railway on Maitland Rd between Selwyn St and Ferndale St - it is a death waiting to happen. I'm surprised that council has been willing to ignore it for so long.

Submission 7

Cycleways are very important, but we must make sure they are not built at the expense of other road users, this will just cause resentment and anger towards cyclists. Starting new paths from scratch gives us the unique opportunity to build them right and to a size that will cope with our growing population.

Appendix D – Locations accessible by cycle paths

Table 11. Key locations that respondents want to be able to access/travel to from Mayfield using cycle paths (N=862)

Key location	N=862
Maitland Road	24%
Mayfield shops/supermarkets	20%
Islington Park	18%
Tighes Hill/Tighes Hill cycle path	13%
University of Newcastle campus	13%
Islington/Islington bike path	12%
Mayfield West	10%
Newcastle city centre/CBD	10%
Waratah train station	8%
TAFE campus	7%
Mayfield swimming pool	7%
Waratah	7%
Mayfield East	6%
Industrial Drive	6%
Stevenson Park	6%
Georgetown	5%
Throsby Creek cycleway	5%
Dangar Park	5%
Beaches	5%
Hamilton North	4%
Warabrook	4%
Fernleigh Track	3%
Carrington	3%
Hanbury Street	3%
Waratah Village	3%
Maud Street	3%
Broadmeadow	3%
Schools	3%
Clyde Street	3%
Honeysuckle	2%
Lambton/Lambton bike path	2%
Maryville	2%
Mayfield East Public School	2%
Crebert Street	2%
Hamilton	2%
Ingall Street	2%
Mayfield	2%
Calvary Mater Hospital	2%
Beaumont Street	2%

Key location	N=862
Scholey Street	2%
Jesmond	2%
Newcastle Showground	1%
Waratah Park	1%
McDonald Jones Stadium	1%
Elizabeth Street	1%
Tourle Street	1%
Adamstown	1%
Newcastle West	1%
Waratah West	1%
Ash Island	1%
Wallsend	1%
Stockton	1%
Warrabrook train station	1%
Islington Public School	1%
Silso Street	1%
Ferndale Street	1%
Carrington Street	1%
Hunter Street	1%
Callaghan	1%
Mayfield library	1%
San Clemente High School	1%
Turton Road	1%
Selwyn Street	1%
Braye Park	<1%
Mayfield canals	<1%
Mayfield West Public School	<1%
Braye Street	<1%
Bull Street	<1%
Warabrook shops	<1%
Stag and Hunter Hotel	<1%
Avon Street	<1%
Hannel Street	<1%
George Street	<1%
Nelson Street	<1%
Prince Street	<1%
Mayfield North	<1%
New Lambton	<1%
Jesmond Park	<1%

Key location	N=862
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Key location	N=862
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Merewether Beach	<1%
Buruda Street	<1%
Church Street	<1%
Vine Street	<1%
Gamack Street	<1%
Woodstock Street	<1%
Valencia Street	<1%
Darby Street	<1%
Nile Street	<1%
Steel River	<1%
Royal Oak Hotel	<1%
Equium Social	<1%
Mayfield West Demonstration School	<1%
Hamilton North Public School	<1%
Gregson Avenue	<1%
William Street	<1%
Clara Street	<1%

Scott Street	<1%
Chatham Road	<1%
Queen Street	<1%
Kerr Street	<1%
Lawson Street	<1%
Hubbard Street	<1%
Mounter Street	<1%
Smith Street	<1%
Lorna Street	<1%
Frith Street	<1%
Ackerson Street	<1%
Glendale Track	<1%
Fern Street	<1%
Donald Street	<1%
Station Street	<1%
Griffith Road	<1%
Glenrock	<1%

Appendix E – Further comments

Table 12. Topics discussed when respondents were asked for further comments on cycleways in and around Mayfield (N=921)

Further comments	N=921
Supportive of project to increase cycleways	14%
Cycleways to be wide and a clear separate path from the road with a barrier	13%
A large focus on safety is needed, with cyclists safe from traffic/doors of parked cars opening	9%
Connect with existing cycleways/create a well-connected network	7%
Rail overpass (Maitland Road into Tighes Hill) is very dangerous/too narrow/requires safety improvements	5%
Quality, clean cycleway road conditions, transitions and gutters	4%
Maitland Road is currently very dangerous/requires separated cycle path and safety measures	3%
Clear signage/directions on who has right of way	2%
Connect parks and green spaces/attractive routes	2%
Cycleways to have good street lighting/monitoring	2%
Safer crossing points on roads for cyclists/priority boxes at intersections	2%
More bicycle parking/facilities at key locations	1%
Reduce speed limits on roads with cycleways/traffic calming measures	1%
Industrial Drive needs to be made safer for cyclists	1%
Unsupportive of cycleways	1%
Create direct routes	1%
Add to quieter roads with less traffic	1%
Do not have a cycle path through the off leash dog park in Islington	1%
Redirect traffic from Maitland Road to Industrial Drive/make it a pedestrian/cyclist area	1%
Make them suitable for cyclists, prams, walkers and runners	1%
Maud Street Bridge crossing needs to be made safe	1%
Provide direct cycleways to business precincts	<1%
Scholey Street Bridge cycleway needs to be made safer	<1%
Set up community workshops on bike maintenance and safe cycling instructions	<1%
Bicycle speed limits/e-bikes and motorised devices not allowed on cycleways/cyclists to prioritise pedestrians	<1%
Provide cycleways to the beaches	<1%
Avoid hills	<1%
Throsby Creek shared pathway requires dedicated cycleway	<1%
Ensure all roads have footpaths and cycleways	<1%
Impacts on traffic congestion on Maitland Road to be carefully planned	<1%
Prioritise cyclists and pedestrians over cars	<1%
Use recycled materials to build them	<1%
Dangerous crossing on Ingall Street by Dangar Park	<1%
Do not add cycleways at the expense of parking spaces	<1%
Routes to avoid driveways and intersections	<1%
Widen bridge over Styx Creek, south of TAFE, that connects to Islington Park	<1%

Appendix F – Comments outside of proposed routes

Table 13. Comments made on pin drops outside of the 34 possible proposed routes

Theme	Suburb	Latitude	Longitude	Comment	Agree	Disagree
Concerns	Birmingham Gardens	-32.896543	151.685738	Fix this dog leg. the fence on the western side at the back of the house is so dangerous as you corner on the path	5	
	Birmingham Gardens	-32.896174	151.694063	The steep hill here makes many drivers fail to stop safely especially in the evening. Dangerous crossing for cyclists and pedestrians as it isn't very well lit.	1	
	Birmingham Gardens	-32.896327	151.69445	When travelling to Jesmond from the university – after passing over the large roundabout, the path spits you out in a carpark. It would be good to have the actual path marked and surfaced.	6	
Theme	Suburb	Latitude	Longitude	Comment	Agree	Disagree
Ideas and Suggestions	Broadmeadow	-32.921169	151.724466	A cycle route out to the stadium to facilitate links from public transport at waratah station and to link in with existing cycle paths.		
Concerns	Broadmeadow	-32.919692	151.724233	These pedestrian lights take a long while to change at times		
Theme	Suburb	Latitude	Longitude	Comment	Agree	Disagree
Ideas and Suggestions	Cooks Hill	-32.934839	151.768398	Cycle way between Cooks Hill and the junction is recommended	4	
Theme	Suburb	Latitude	Longitude	Comment	Agree	Disagree
Ideas and Suggestions	Georgetown	-32.913366	151.729259	Use some land from the council depot on Turton Rd to connect to Georgetown Rd using part of the old rail corridor		
Theme	Suburb	Latitude	Longitude	Comment	Agree	Disagree
Concerns	Hamilton	-32.918628	151.740664	This bridge is quite steep, and the speed of vehicles passing, combined with difficulty controlling bicycle while climbing make it considerably risky. The footpath is narrow on either side, and due to slab concrete construction is very rough	5	
Theme	Suburb	Latitude	Longitude	Comment	Agree	Disagree
Something I like	Hamilton North	-32.915706	151.739316	Great opportunities to build cycle paths along this existing water channels.		
	Hamilton North	-32.915615	151.739122	Agree - we need a dedicated link. 1) Clyde Street is a major thoroughfare for cars using the Islington crossing. It is lined with industrial sites fitted with large car parks. Speeding large vehicles and Utes are routine, there's many road connections and the rail crossing is a nightmare. 2) The cycling path along Griffith Road to town is inadequate. High traffic, high speed – plain dangerous. Riders on the track created on the path must give way at each and every driveway & road – unusable.		
Ideas and Suggestions	Hamilton North	-32.913173	151.739495	This road is dangerous to ride along as the quality of the road surface is so poor.	6	
	Hamilton North	-32.91298	151.739575	Segregated cycleway should be installed from Clyde St to Griffiths Rd	5	

	Hamilton North	-32.912688	151.739545	The work done on the southbound side over the railway crossing has made this safer, but a link between the cycleway past the stadium and Mayfield would be so useful, especially for getting to work at the hospital, to watch the footy, to get to Beaumont St and Broadmeadow station and the farmers markets. Maybe a two way path along the footpath by the old gas works site & then a lane on the road where it widens?	15	
	Hamilton North	-32.912236	151.740219	This road is very dangerous, I cannot take my grandchildren on this stretch. It is always fully parked which little space to go around the vehicles with vehicles following behind very impatient.	9	
	Hamilton North	-32.911932	151.740527	Dedicated cycleway should be installed off the road	5	
	Hamilton North	-32.911524	151.740965	Clear instructions for cyclists headed westbound; may be too tight to add a dedicated cycling section here. Can be very dangerous here	6	
	Hamilton North	-32.912384	151.737671	This road wouldn't be so bad if cars were slowed down. this is a major linking section between the UoN, Mater, Waratah, Georgetown, North Lambton to town that is very dangerous to ride and there isn't really any alternative without having the travel a significantly greater distance.	6	2
	Hamilton North	-32.910211	151.736383	Use old rail corridor an were possible use existing rail corridor there is a lot of wasted land in these areas	1	
Concerns	Hamilton North	-32.912664	151.7395	Corner is so dangerous. Gravel on road, cars pull out in front of you or across you to turn off	14	
	Hamilton North	-32.912465	151.739791	Clyde St: This area is such dangerous place to ride. Please improve for the safety of riders. Kids need to use this street to access their high schools.	16	
	Hamilton North	-32.912567	151.740452	Heading south on Clyde St, just south of the level crossing is very dangerous. As you turn left from Chinchin St onto Clyde St, the dedicated bike lane disappears. Not much of an issue if no cars parked there. But once you cross the level crossing it turns dangerous due to the bottleneck (cars parked) along that stretch of road bordering the old Gas Works to the intersection of Clyde and Chatham (needs a roundabout). It is the missing link for commuters travelling between Jesmond and the City	11	
	Hamilton North	-32.911466	151.741128	The rail crossing causes cycles to funnel towards vehicular traffic, a dedicated cycle/pedestrian crossing required on both sides of the crossing (currently only on one side)	6	
	Hamilton North	-32.912358	151.736952	Traffic calming devices should be installed on Clyde Street to slow vehicles down. This is a very popular connecting route from Lambton North/Waratah/Georgetown to Throsby Creek and the City. Vehicles should be forced down Chatham Road on to Griffiths Road	10	3

	Hamilton North	-32.912182	151.736447	No safe place to ride on road or cross the street leading to lots of people riding on footpath	11	
	Hamilton North	-32.912027	151.735557	I use this route from Georgetown to connect with Islington Park/Throsby creek then into town for work. I use the footpath along here as too nervous to go on the road with the cars. Not enough room and speeding cars.	4	
	Hamilton North	-32.911846	151.733684	Such a busy road & SO dangerous to cycle along. Vehicles drive over speed limit, parked cars & potholes to deal with	14	
	Hamilton North	-32.911653	151.732843	Path over old rail line is very bumpy & then no kerb down to cross road	11	
Theme	Suburb	Latitude	Longitude	Comment	Agree	Disagree
Ideas and Suggestions	Islington	-32.910125	151.744795	Cycleway along Styx Creek		
	Islington	-32.910116	151.744785	A cycleway along Styx Creek to Chinchin street		
Theme	Suburb	Latitude	Longitude	Comment	Agree	Disagree
Something I like	Jesmond	-32.903371	151.685486	If cycle path can be on the perimeter		
	Jesmond	-32.901317	151.688737	Too near to main roads		1
	Jesmond	-32.899912	151.688168	Too public for cycling		1
Concerns	Jesmond	-32.903443	151.693656	Dumped shopping trolleys and rubbish are a constant hazard along this cycle way. No one seems to take responsibility for it apart from a council sign saying the area is under surveillance.		
	Jesmond	-32.901198	151.694026	This connection to the cycleway from Janet Street needs work. Very steep and overgrown	1	
	Jesmond	-32.909039	151.695033	Various makeshift tracks/jumps that run north/south are dangerous for cycle path users when people appear out of the bush. these makeshift jumps should be blocked off to prevent an collisions and more suitable mountain bike facilities available elsewhere		1
Theme	Suburb	Latitude	Longitude	Comment	Agree	Disagree
Ideas and Suggestions	Kooragang Island Wetlands National Park	-32.876875	151.732446	Cycleway connecting Mayfield to Kooragang Island Wetlands National Park via Steel River Estate/Tourle St Bridge and Southbank Rd. Access to Island natural and WWII Heritage sites.	10	
Theme	Suburb	Latitude	Longitude	Comment	Agree	Disagree
Something I like	Maryville	-32.910882	151.751082	fence in cycleway here is entirely unnecessary to removed valuable path width. How many accidents of people riding in the creek have been recorded? How many bike/ ped/ bike collisions have been recorded? Wider paths more important than fences. Less visual clutter the better	6	1
Ideas and Suggestions	Maryville	-32.9088	151.757297	Lights to be installed on this section of the path	15	
	Maryville	-32.908818	151.756556	A mural on these sheds along the bike path would be nice. They are a bit of an eyesore at the moment.	2	2
	Maryville	-32.909529	151.752454	Consider adding speed controls (i.e. speed humps) either side of the pedestrian crossing	8	
	Maryville	-32.909579	151.752467	A pedestrian crossing should be installed on Lewis street	16	1

Concerns	Maryville	-32.912661	151.75878	These lights here regularly don't pick up bikes making this crossing impossible/illegal/unsafe/difficult/require using pedestrian crossing		1
	Maryville	-32.908866	151.755793	Somewhere around here there is a deformation in the surface that requires dodging/slowing down. when commuting at speed, especially after dark this is dangerous		
	Maryville	-32.909064	151.753764	Would like to see the Throsby Ck path included here, with a need for better separation of bikes and pedestrians and recreation users.		
	Maryville	-32.909102	151.753519	This is a dangerous blind spot where Estell St meets the shared path (there are a few more like it on this path too). Those on bikes/scooters who are heading in the direction of Lewis St can't see, until it's too late, whether anyone from Estell St is about to step out in front of them onto the path. I slow down and ring my bell when approaching it or move into the right lane if possible. I'm not sure of the solution but it is stressful to ride past and dangerous for all.	5	
	Maryville	-32.909622	151.752414	Dangerous crossing. You cycle uphill and then very hard to see traffic coming from both ways. Due to cycling uphill to get to road, you then cross slowly & cars appear from nowhere	19	1
	Maryville	-32.91096	151.751066	The fence narrows the effective width of the shared path. It is possible now too narrow to be classified as a shared path	5	1
Theme	Suburb	Latitude	Longitude	Comment	Agree	Disagree
Something I like	Mayfield	-32.896144	151.75164	The cycle lane westbound along the whole length of Industrial Drive is rarely (if ever) swept clean making it quite hazardous for cyclists.		
	Mayfield	-32.901648	151.746592	Great idea!		
Ideas and Suggestions	Mayfield	-32.896624	151.752139	This side of industrial drive actually has a footpath but it is so over grown now with trees that it can't be used any more. It now stops opposite the united servo & starts again past the gully near the old bhp cottage. Basic Maintenance here would be good & would reopen an existing cycling option.	6	
	Mayfield	-32.902155	151.746415	Footpath required	3	
	Mayfield	-32.901641	151.746619	A route travelling down Ingall Street, connecting Crebert Street and Maitland Road would be used a lot more. This is a direct route the Mayfield East Public School and connects to a number of residential streets. It also passes the entry to the pool rather than the rear.	2	
	Mayfield	-32.901434	151.746005	This is a key location. What infrastructure will be provided to encourage active transport trips here?	1	
	Mayfield	-32.900957	151.743153	Consider including main entrance to Coles and shopping village, so include route between Maitland road and Robert street.	4	
	Mayfield	-32.902665	151.732941	Use Bray st to waratah station more direct		
Concerns	Mayfield	-32.887155	151.732028	Pedestrian access to cross Industrial drive is needed here, with paths on both sides of the road.	10	1

	Mayfield	-32.887225	151.732194	Too dangerous to make a right hand turn onto Tourle st from Industrial drive. Need to move from left hard shoulder to right turning lane crossing 80km/h traffic. Once you've turned right you then have to deal with traffic turning left and merging onto Tourle st. Totally exposed situation with a lot of heavy vehicles and fast moving traffic. There needs to be pedestrian crossings here with continuity of bike paths.	5	
	Mayfield	-32.887053	151.732205	Cannot turn right from Tourle st onto Industrial drive using existing cycle lane. The only way to do it (extremely unsafe) is stay on Tourle st past the left turn on to Industrial drive, and turn right with the traffic at the lights - traffic which consists of a hell of a lot of large trucks, and a lot of fast left turning vehicles. Some cycleway infrastructure (paint) has been created in this intersection, but it seems they have not considered this scenario.	4	
	Mayfield	-32.887013	151.732254	This cycle lane that suggests riders cross the fly through land is ridiculous. the cycle lane should just continue parallel with Industrial Drive	10	1
	Mayfield	-32.887489	151.733843	The cycleway at this point suddenly narrows to around 1m width. Highly dangerous with trucks passing your right ear at 80km/h. Please consider reclaiming 350m of the grass verge and widening the cycleway to the correct width.	3	
	Mayfield	-32.887625	151.735812	Just putting this word- just wondering if would put a traffic light in these sections where many cars speed up to go in or out of Woodstock street, to avoid any accidents. Hope this can find a solution okay..		
	Mayfield	-32.888298	151.738393	Really dangerous road for cycling	10	
	Mayfield	-32.89103	151.740573	Should have a stop sign there to warn them wait till the light is green can turn not just assuming can turn left when it's at red light on... would maybe add camera there if wish to evidence of their turning left....	1	1
	Mayfield	-32.89109	151.740704	These traffic lights do not pick up a bicycle turning right, the pedestrian lights are inaccessible on a bike. It makes it difficult to turn onto Industrial Dr into a cycle lane.		
	Mayfield	-32.891059	151.740747	The WORST pedestrian access in Newcastle - across Vine Street. The stairs should be removed, its a death trap just trying to cross the road. And vehicles still turn left on red even though the sign has been missing for over a year.	4	
	Mayfield	-32.891165	151.74325	There is a proposal to increase the driveways leading onto Industrial drive, very dangerous for cyclists and should ensure all developments are using one exit and entry.		
	Mayfield	-32.894354	151.748373	This part of Industrial Drive is very steep. Turning left from Ingall St heading south into Industrial Drive here is already difficult for motor vehicles, which then makes it hazardous for cyclists who at this point are going slow up this hill. This whole left turn probably needs a good look at, including better separation of cyclists from very heavy and fast-moving traffic (80km/h).	1	

Theme	Suburb	Latitude	Longitude	Comment	Agree	Disagree
Ideas and Suggestions	Mayfield East	-32.897106	151.748523	Connecting the school directly via the laneway and Holt Street would be a safer option for children	4	
Theme	Suburb	Latitude	Longitude	Comment	Agree	Disagree
Concerns	Mayfield West	-32.894435	151.72146	Fix cycle and pedestrian access over the Maud st bridge ASAP. Completely unsafe to ride with children. Very dangerous. Cannot take a pram in the footpath over the bridge either, or a wheelchair or pass any other pedestrians.	14	
	Mayfield West	-32.894422	151.721646	Foot path on bridge is too narrow to cross with cargo bike, pram or wheel chair.	7	
	Mayfield West	-32.894409	151.72183	The pedestrian bridge needs to be widened to allow cyclists to actually fit.	9	
	Mayfield West	-32.894038	151.722339	Fix footpath/cycle path over Maud St bridge ASAP. It is dangerous and completely unsafe to be riding with children. Pedestrians, prams and wheelchairs also cannot pass either other on the bridge, and sometimes cannot even cross. This is ridiculous for a main thoroughfare to a hospital.	14	
	Mayfield West	-32.891158	151.724984	This road is virtually impossible to cycle on safely, in either direction. No hard shoulders, lots of large vehicle traffic. Consistently speeding traffic also. The footpath is in disrepair and the bridge footpath is too narrow. It is actually sign posted as a cycle route amazingly. Unfortunately there is little alternative if you want to cycle in this direction	1	
	Mayfield West	-32.887266	151.727665	This crossing needs flashing lights. On several occasions i watched cars & trucks fly past while school kids are looking to cross, motorists don't seem to recognise that there's a pedestrian crossing there at all.	3	
	Mayfield West	-32.887275	151.727731	Totally agree that this crossing is very dangerous. Walking across it while taking children to school and cars do not stop.		
Theme	Suburb	Latitude	Longitude	Comment	Agree	Disagree
Ideas and Suggestions	New Lambton	-32.926459	151.723395	Separate need for connection North-South from Waratah/Mayfield to Kotara. The concerns shown south from here show it's too unsafe to ride through here without significant detour.	1	
Concerns	New Lambton	-32.930025	151.720741	This a great road to ride down if you're seeking to smash your spin into a million pieces. the road is so bumpy thanks to the concrete sections.	4	
	New Lambton	-32.925622	151.722023	Would be great if the cycle way could be continued from here and join up with the cycle way at Adamstown train station to join to Fernleigh track. Potentially to continue along the storm drain until St James road. The section of road is very poor in current state, not great for kids and Mackie ave and Jellicoe rd can be quite busy. Would just be great to have this cycle way connected up!	2	
Theme	Suburb	Latitude	Longitude	Comment	Agree	Disagree

Something I like	Newcastle	-32.929903	151.772219	This little gap in the divide on Queen st is a fantastic exit/entrance from Darby st.	2	
Ideas and Suggestions	Newcastle	-32.92654	151.775347	If coming northbound from Darby st this is a convenient way to get onto the honeysuckle area cycle ways (both east and west) however after turning east from Darby there is no elegant way to get onto the path at argyle st without using the pedestrian ramp at the lights. a kerb ramp around 40m east of the lights would allow much safer access to argyle st.	2	
Concerns	Newcastle	-32.925559	151.76445	End of cycle path merging into footpath where pedestrians waiting for crossing is not possible and dangerous. Merging location should be moved away from the traffic signal.	4	
	Newcastle	-32.925572	151.764573	I can't tell how much if this newly developed cycleway infrastructure is permanent due to the ongoing construction and redevelopment in this area. But the current situation with bi-directional cycle lanes converging at the same point as a pedestrian crossing, without an actual merging lane, just doesn't make sense. It dangerous. Hopefully its temporary	3	
	Newcastle	-32.925973	151.767198	Heading east, recent cycle way infrastructure forces you to turn left onto the footpath, and then presumably toward the harbour side shared path. However, a lot of cyclists - road cyclist in particular- would like to stay on the road and continue past this point. The cycle lane indicates otherwise. Furthermore, cyclists in the opposite direction assume you will turn left and pull out in front of you. Ive seen three crashes here, and blood and police. I hope this is a temporary arrangement	1	
	Newcastle	-32.926705	151.783156	A wasted opportunity to introduce proper cycling infrastructure into the redeveloped Newcastle Hunter / Scott st area. Instead we are left with a large section of road where cycling is actually banned! Redevelopments such as this should be setting the standard for shared road use. This is a step backward in my opinion. In combination with one way streets and lack of cycle lanes - it makes Newcastle east area difficult to navigate on bike, particularly with kids	2	
Theme	Suburb	Latitude	Longitude	Comment	Agree	Disagree
Ideas and Suggestions	Newcastle West	-32.925094	151.761101	Link Hunter St and the interchange using this quiet alleyway to connect into the newly built cycle path alongside KFC and beyond.	7	
	Newcastle West	-32.926855	151.76418	The new westbound cycleway up hunter st provides no elegant way to turn right northbound on steel st. the dividers need to end slightly earlier to allow hopping over to the right turn lane	2	
Theme	Suburb	Latitude	Longitude	Comment	Agree	Disagree
Something I like	Shortland	-32.888741	151.698189	Would be alright so long as not to interfere with golfers or risks from golf balls.		
Theme	Suburb	Latitude	Longitude	Comment	Agree	Disagree

Something I like	Tighes Hill	-32.900187	151.769805	I agree. More access to harbour would encourage more people to get on their bikes and explore what Newcastle has to offer. Also greening up our industrial areas would make a better environment not just for locals but also visitors to our port.		
	Tighes Hill	-32.906644	151.756282	King and George street would good, I use it now as a link	3	
	Tighes Hill	-32.908249	151.755081	Increasing pass ability of this route will decrease congestion on the other side of the creek	5	
	Tighes Hill	-32.908269	151.754816	This side should be upgraded it's a good ride.	14	
Ideas and Suggestions	Tighes Hill	-32.900334	151.769913	This would be a good spot to create a small riverside park with a cycle way along Selwyn st to get to it.	3	1
	Tighes Hill	-32.904366	151.756318	More regular street sweeping on industrial drive would be great, there is usually a lot of gravel and detritus from trucks in the hard shoulder	1	
	Tighes Hill	-32.905205	151.759262	Dangerous coming back from town on industrial drive- bike path only goes small distance- could we have a path off the main road?		
	Tighes Hill	-32.905425	151.759642	Cycle lane ends and left hand turn lane for heavy vehicles commences. Needs an off road escape area for cyclists traveling at 20kmh and higher.	2	
	Tighes Hill	-32.908117	151.75558	The 100m of cycleway here should connect to something	15	
	Tighes Hill	-32.908104	151.757262	If the walking path along the creek was formalised with concrete like the other side, it would make a great loop around this part of the Throsby. Feels like a big missed opportunity at the moment.	10	
	Tighes Hill	-32.909946	151.750835	It would be beneficial to turn this side of Throsby Creek into a cycle/walking path to accommodate the volume of traffic using the other side.		
	Tighes Hill	-32.90828	151.741517	I often use the TAFE as a safer option then the road past Islington primary, a nicer route and no stress from traffic	4	
Concerns	Tighes Hill	-32.901601	151.753249	Industrial highway is a major concern		
	Tighes Hill	-32.901601	151.753249	Riding on industrial highway is a major concern, but a quick route to Newcastle (or to join other cycle ways)		
	Tighes Hill	-32.906076	151.759962	This stretch on the eastern side of the road is a common route for people taking bikes full of bottles to the return-and-earn machine. given its a bit of a non ideal route people regularly are either on the road going the wrong direction, or on the footpath which is pretty much just mud/sand so very dodgy. paving, or at least some more solid road base on the footpath would significantly improve safety here for users	3	
	Tighes Hill	-32.907334	151.757836	There's no footpaths on Elizabeth St between Kings Rd and Hannell street, forcing us to walk/ride on the road.		
	Tighes Hill	-32.907214	151.759563	Very difficult while cycling to cross from Elizabeth St onto Stewart		

	Tighes Hill	-32.908526	151.75967	The 3-4 bumps where the sections of road are joined between the pedestrian crossing and the roundabout here are dangerous for cyclists in traffic.	4	
Theme	Suburb	Latitude	Longitude	Comment	Agree	Disagree
Something I like	Warabrook	-32.883624	151.718616	Too near to housing development. maybe alright if path is approximately parallel to Sandgate roads and main road.		
Ideas and Suggestions	Warabrook	-32.881785	151.719005	The cycle land used to get bikes off the road for the fly through on to industrial drive is never maintained. There is always significant debris scattered on the path, overgrown vegetation, broken glass. Then when you merge back on to the road the debris from the road is horrendous and forces you back on to the road anyway	6	
Theme	Suburb	Latitude	Longitude	Comment	Agree	Disagree
Something I like	Waratah	-32.907262	151.725311	From waratah park to Georgetown Road and connecting onto the streets near the Broadmeadow tennis courts and Broadmeadow railway station.	2	
	Waratah	-32.904506	151.722511	Waratah public school		
	Waratah	-32.904596	151.722736	Better if cycleway near Bray Park and connecting to the cycle path in Jesmond Park.		
Ideas and Suggestions	Waratah	-32.91396	151.726191	Danger spot. Many cyclists injured here.	1	
	Waratah	-32.90508	151.733551	Add cycleway around the oval connect Chatham Rd an waratah train station		
	Waratah	-32.907001	151.73633	Cycle ramp here would support a safe passage for local high school students travelling from Tighes hill, Islington, Wickham and Maryville to Callaghan Waratah	5	
	Waratah	-32.907119	151.736249	Cycle ramp access across rail line to connect Upfold and Collins St.	20	
	Waratah	-32.90364	151.728576	This stretch is dangerous for cyclists. Separate cycle path required as two busy narrow lanes of traffic with buses stopping at present.	10	
	Waratah	-32.902128	151.728745	Safe route from Mayfield to Fernleigh	5	
	Waratah	-32.901353	151.728984	The Mater is a major employer, and ideally should be a transit stop for the cycleway	1	
	Waratah	-32.899065	151.724195	Some cycle-friendly infrastructure to limit the chances of being hit by cars crossing at intersections on Lorna street, or by parked car doors opening suddenly, would make it safer to cycle to the Mater hospital for staff and the community		
	Waratah	-32.898209	151.721267	Bike path to hospital		
	Waratah	-32.897696	151.72014	Hospital is a strategic destination. Routes need to connect directly to hospital	1	
Theme	Suburb	Latitude	Longitude	Comment	Agree	Disagree
Ideas and Suggestions	Wickham	-32.917492	151.758517	Upgrade the crossing across Hannel Street in front of the surf shop and unlock access to the Throsby Creek path to families of Islington.		

	Wickham	-32.919237	151.752461	This is a great area for families. Would be good for it to be augmented with a playground, BBQ facilities, and a walking/cycling track around the perimeter	1	
	Wickham	-32.921619	151.752128	Extend the existing cycle path to link to Hunter or King St as this area becomes quite dangerous with the high traffic flow, especially if trying to join Hunter St. Aim to link to the new cycling infrastructure on Hunter St	7	
Concerns	Wickham	-32.917686	151.759134	this crossing to avoid pedestrian traffic under the bridge isn't well marked or obvious , whilst the under the bridge route is ok for slower rides but isn't great for commuting quicker, especially when there are lots of pedestrians around. marking this as a cycle route shortcut would make this safer for everyone	3	
	Wickham	-32.91873	151.759844	Commercial fisherman park their vehicles over the cycleway at this jetty forcing riders to have to stop, dismount and lift their bike over the kerb and ride through the carpark	7	1
	Wickham	-32.919764	151.751575	There is no connectivity from intersection of Albert St and Maitland Rd east. Could a connection not be included through the outskirts of Hawkins Oval, linking to Station St Wickham- to then link to either Honeysuckle or Beresford/ Bellevue to then joint back with Hunter St?	12	