
ATTACHMENTS DISTRIBUTED UNDER SEPARATE COVER

**CCL 12/12/23 – ADOPTION OF HUNTER STREET TRIAL CYCLEWAY
- STAGE 2 DESIGN**

8.2	Attachment A:	CCL 12/12/23 - Concept Plans
8.2	Attachment B:	CCL 12/12/23 - Community Engagement Report
8.2	Attachment C:	CCL 12/12/23 - Summary of Public Exhibition Submissions

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Hunter Street Cycleway - Stage 2

Hunter Street
Newcastle, 2300

Cover Sheet

Revision Date: 01.09.2023
Revision: P2

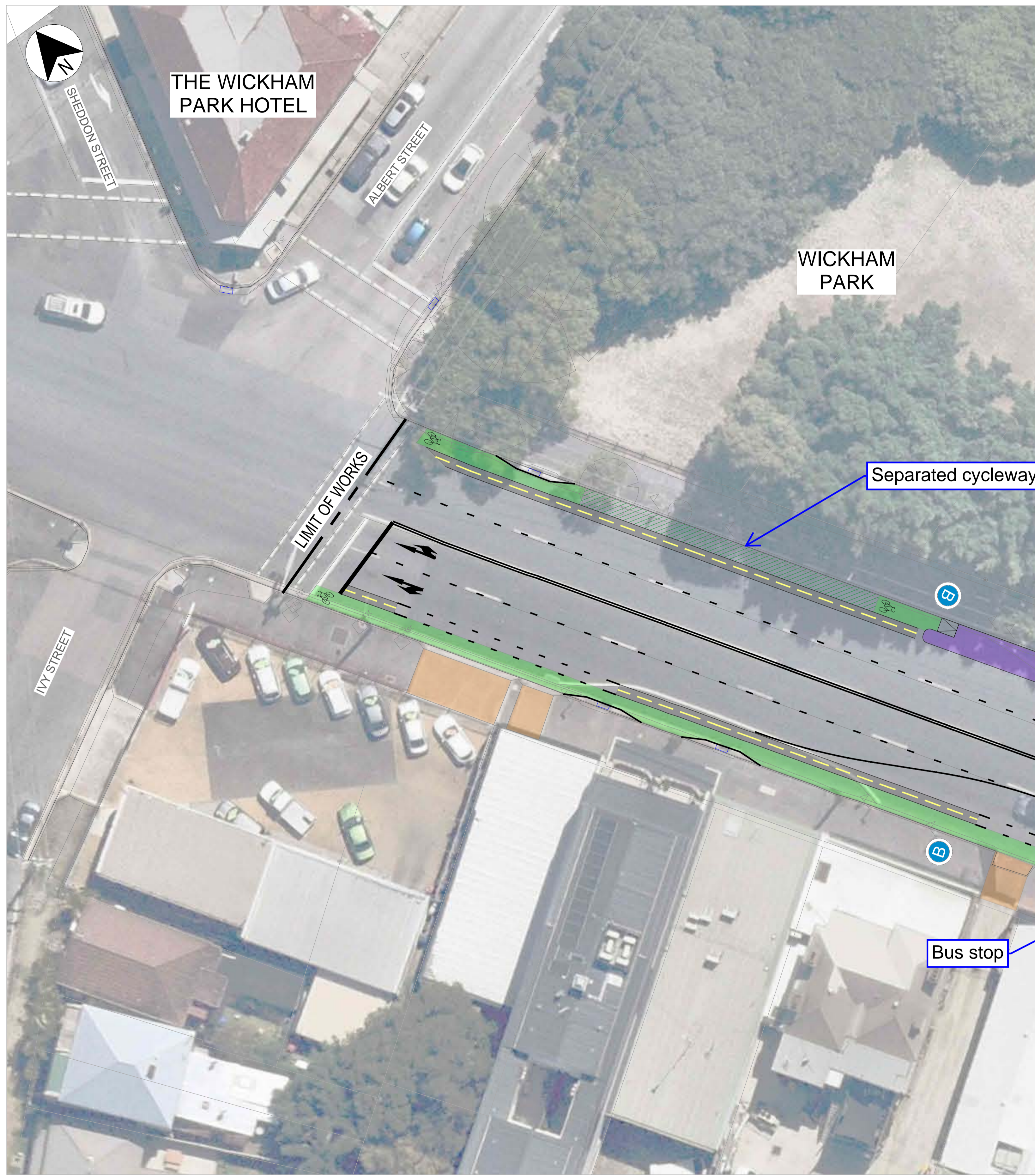


Locality Plan
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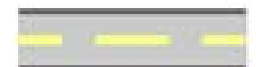









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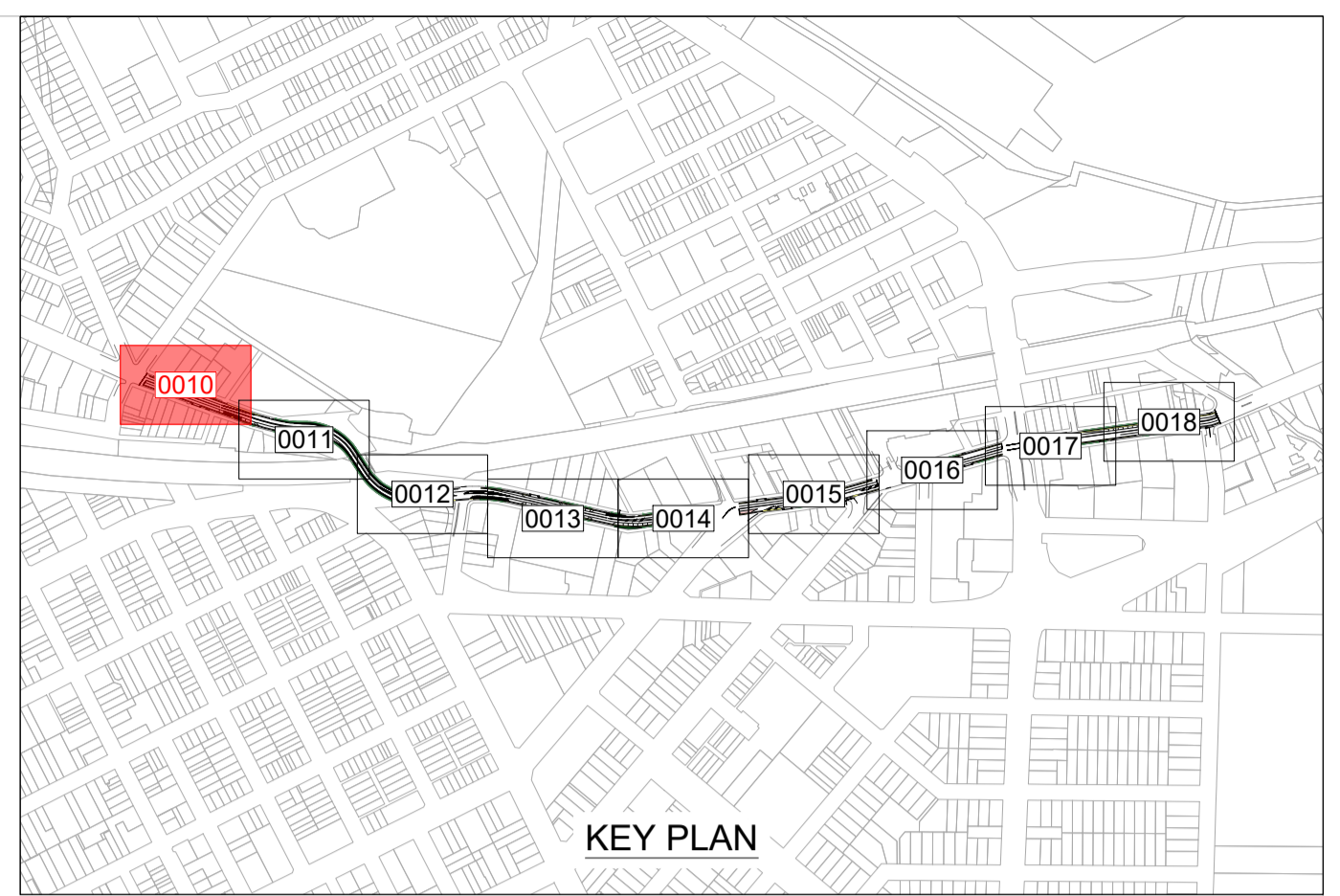
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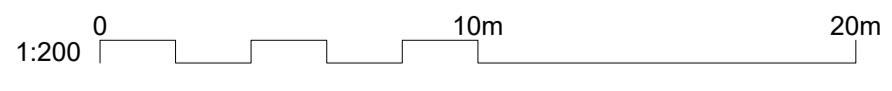

-  Proposed Separation Kerb
-  Proposed Cycleway (Unpainted)
-  Proposed Cycleway (Painted)
-  Proposed Bus Only Lane
-  Bus Stop Location
-  Existing Traffic Median (To be relocated)
-  Existing Driveway Crossover (Retained)
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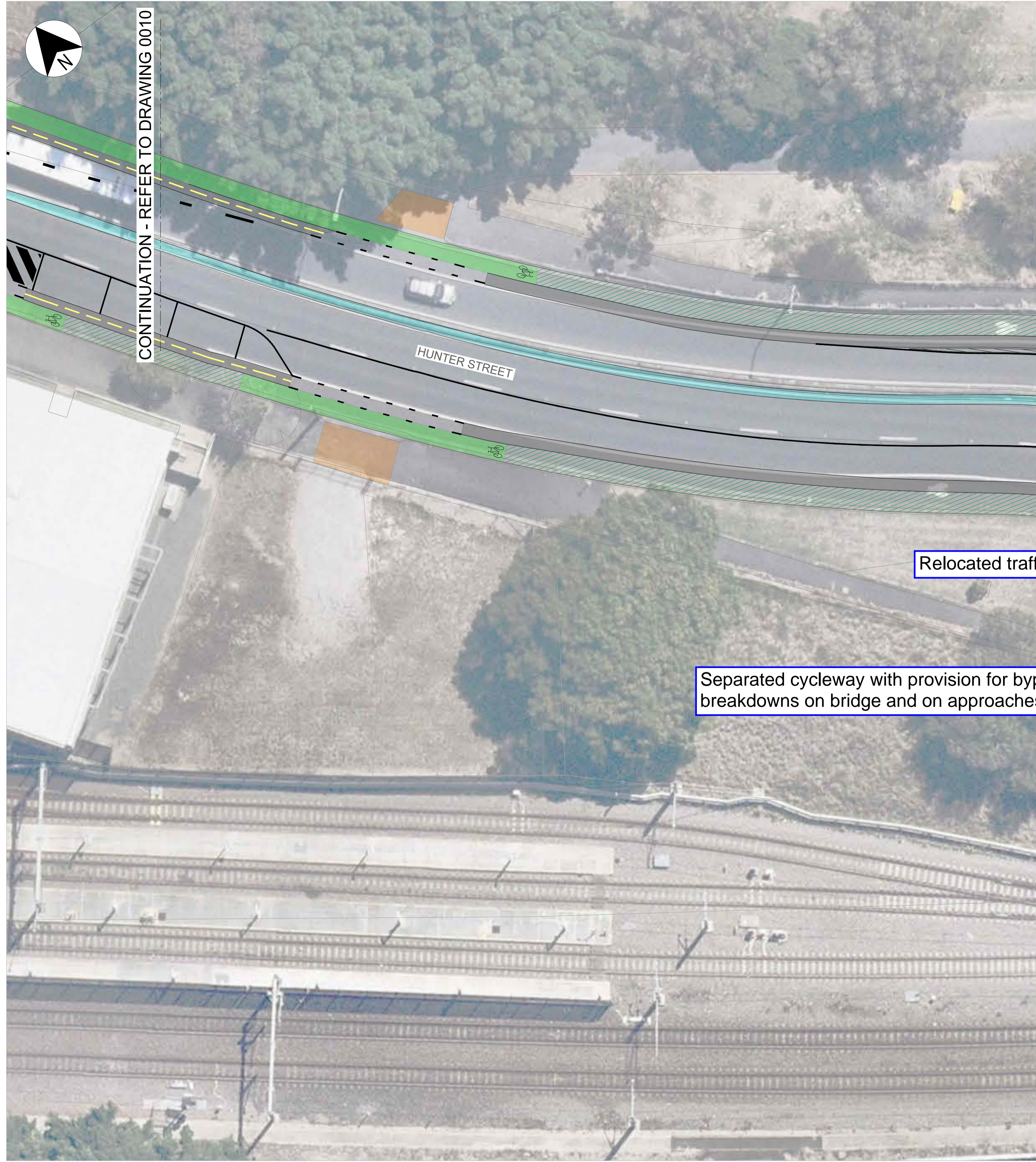


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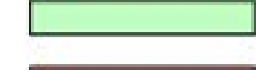

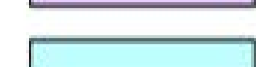





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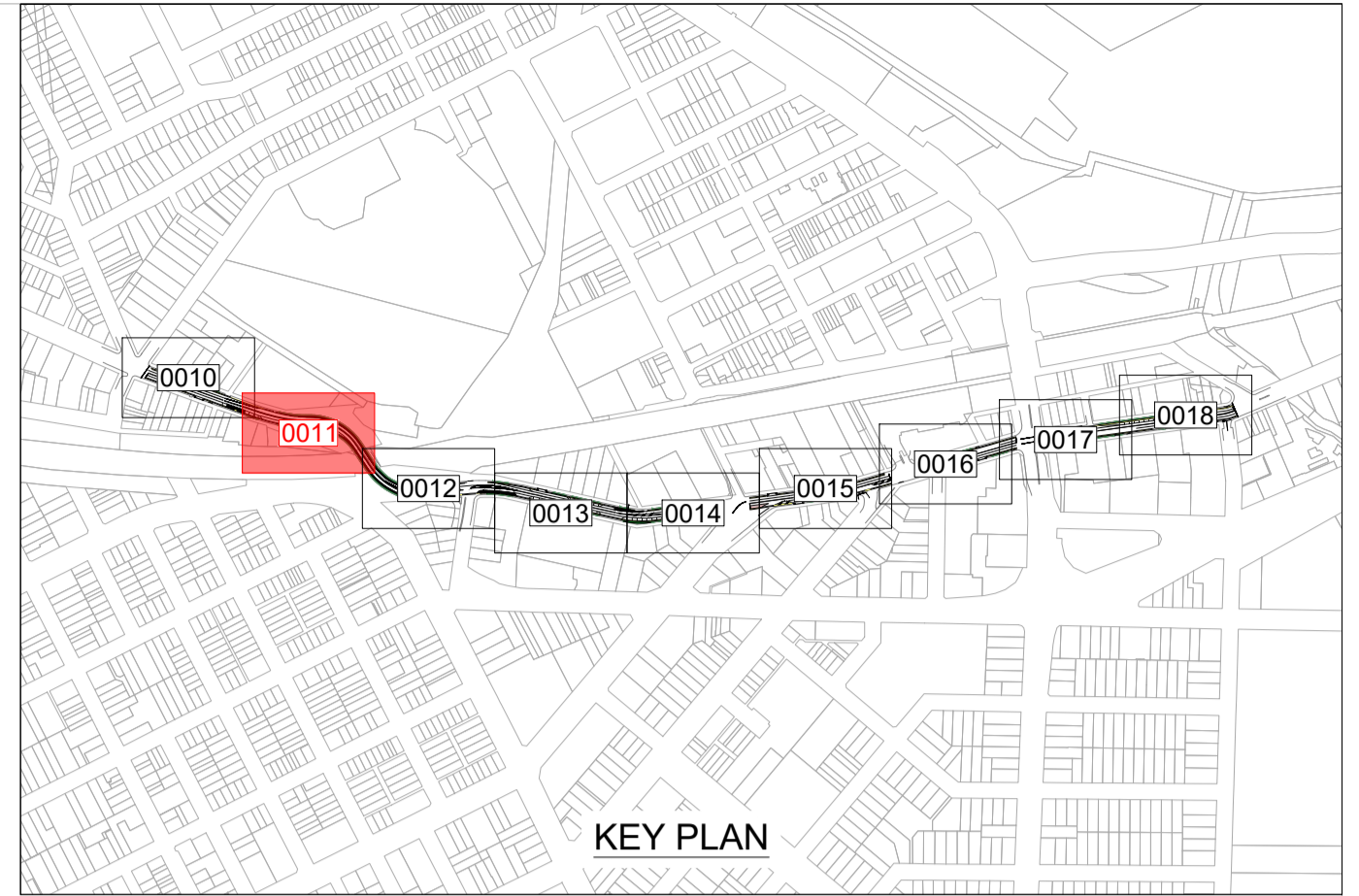
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LEGEND

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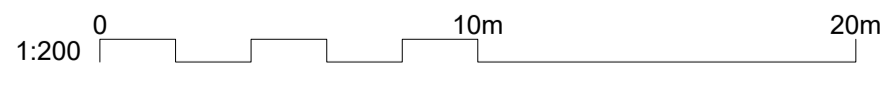

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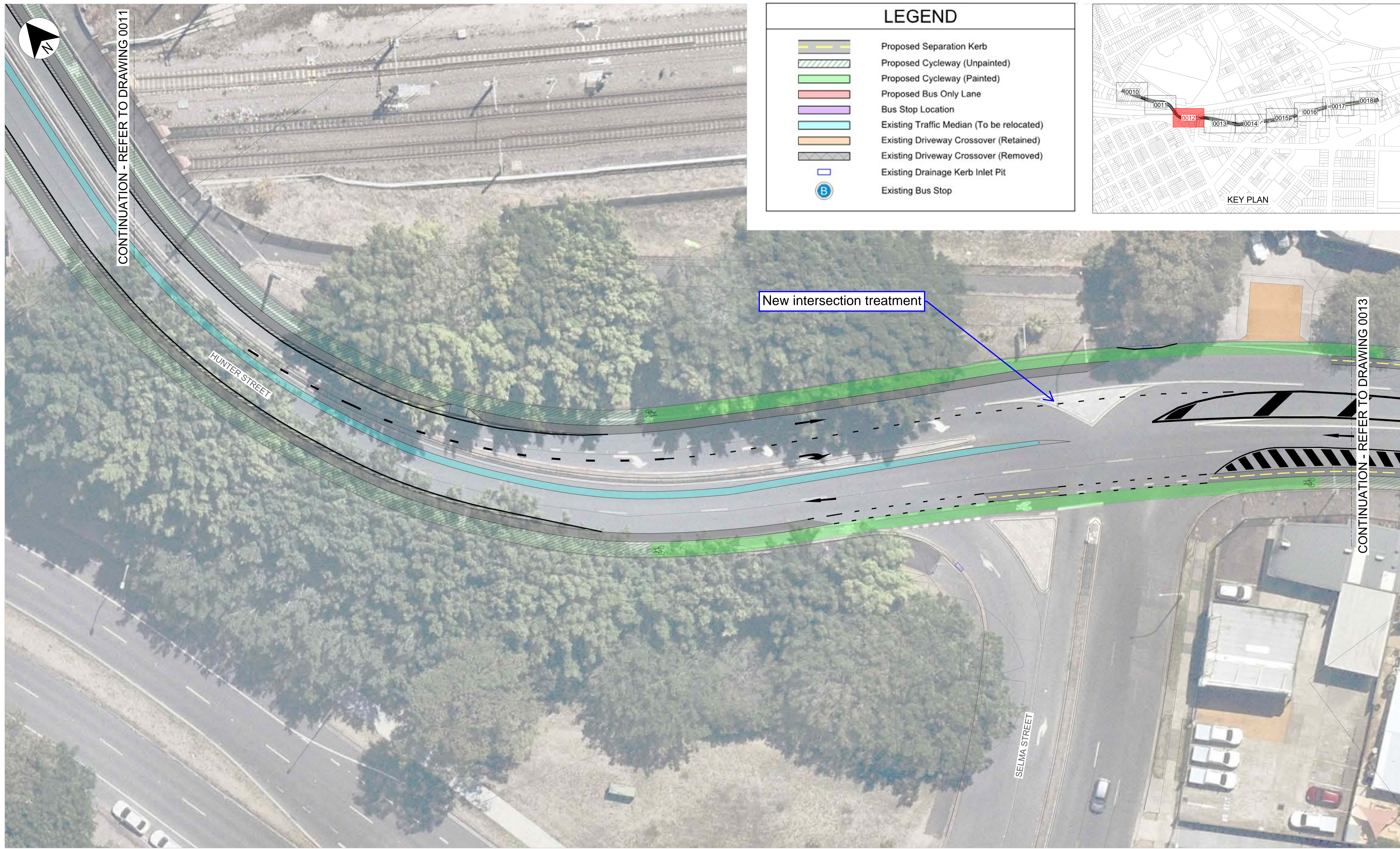
Relocated traffic median

Separated cycleway with provision for bypassing of vehicle breakdowns on bridge and on approaches to bridge

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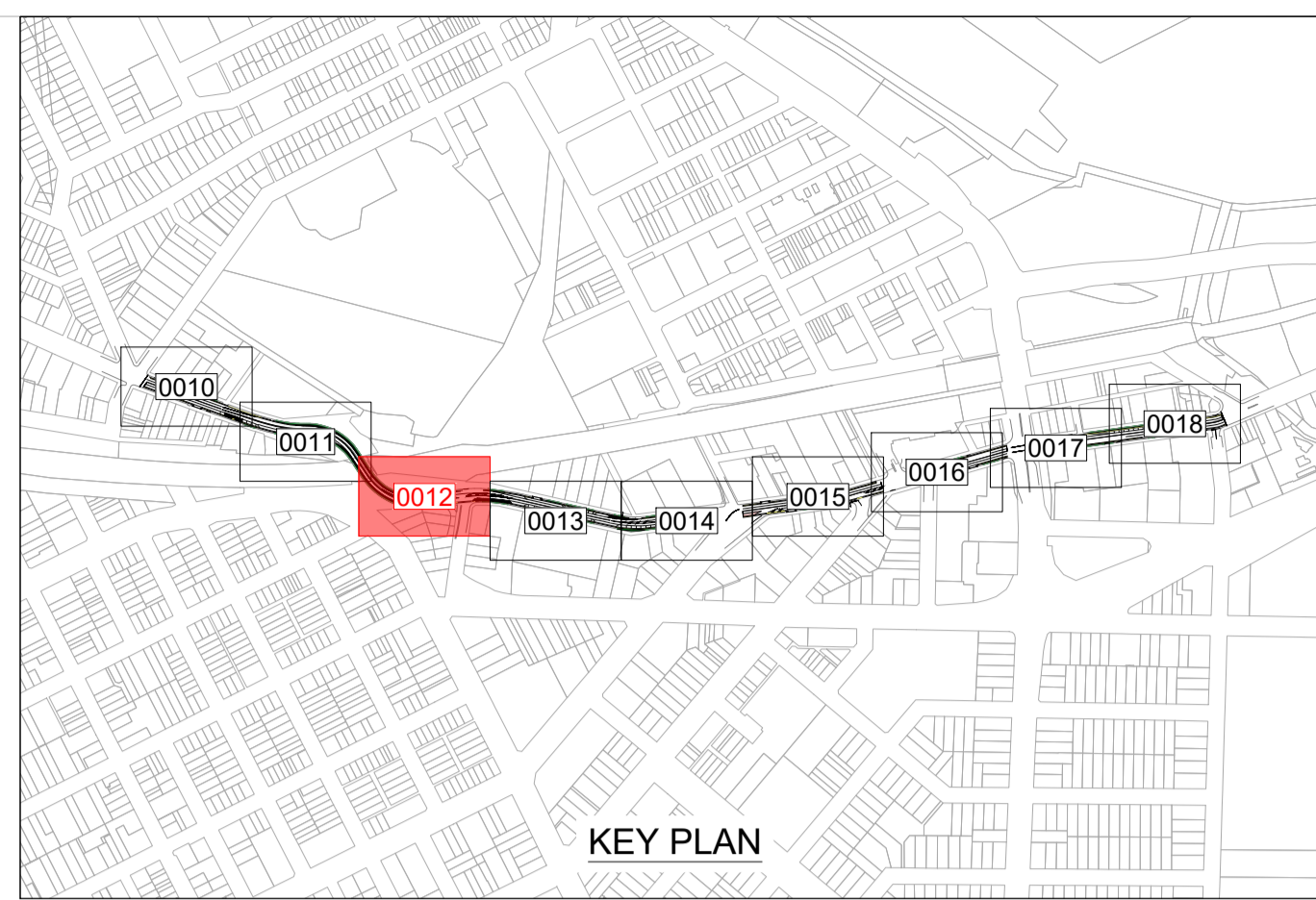
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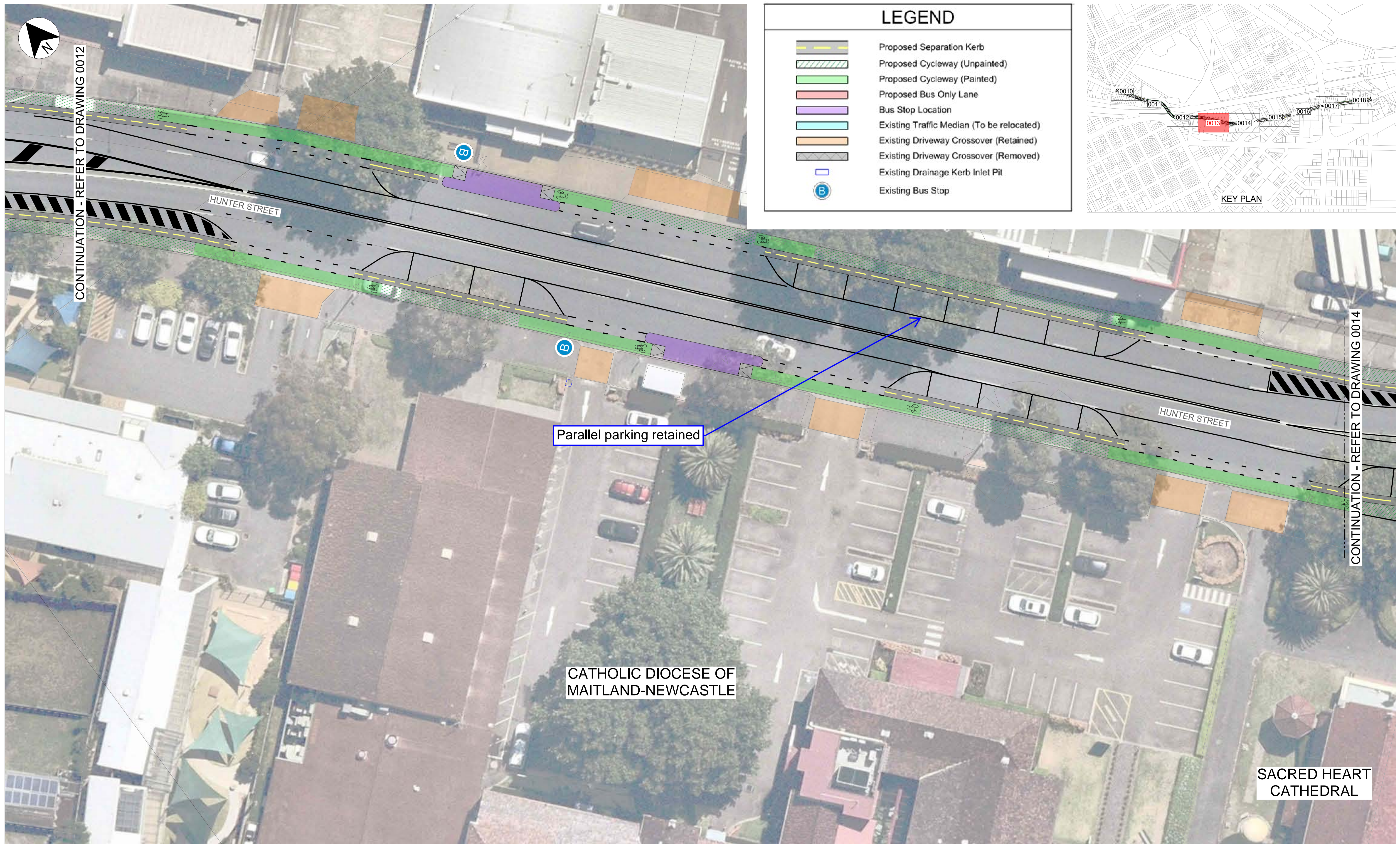
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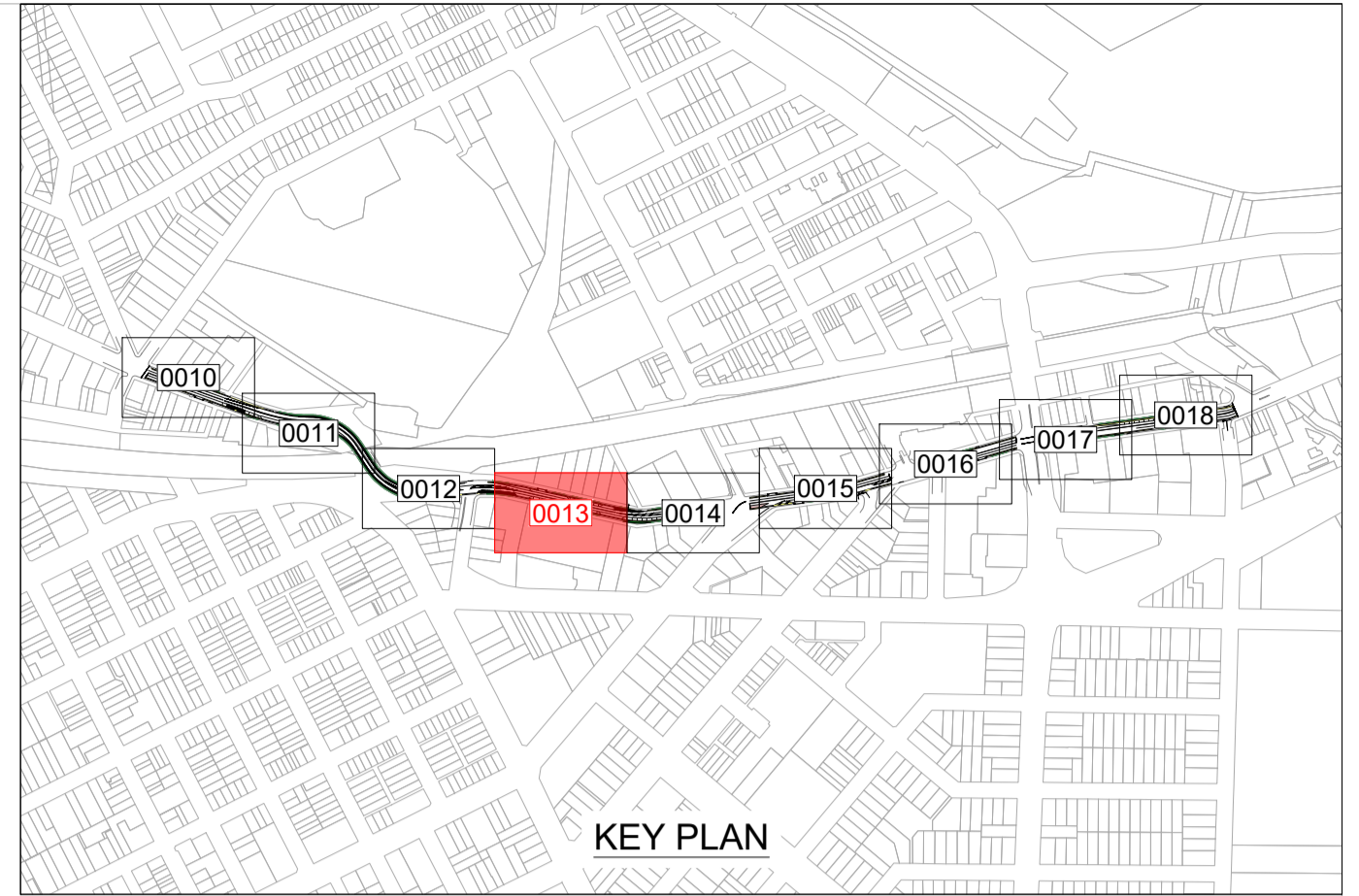
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LEGEND

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	Existing Bus Stop



CONTINUATION - REFER TO DRAWING 0012

CONTINUATION - REFER TO DRAWING 0014

Parallel parking retained

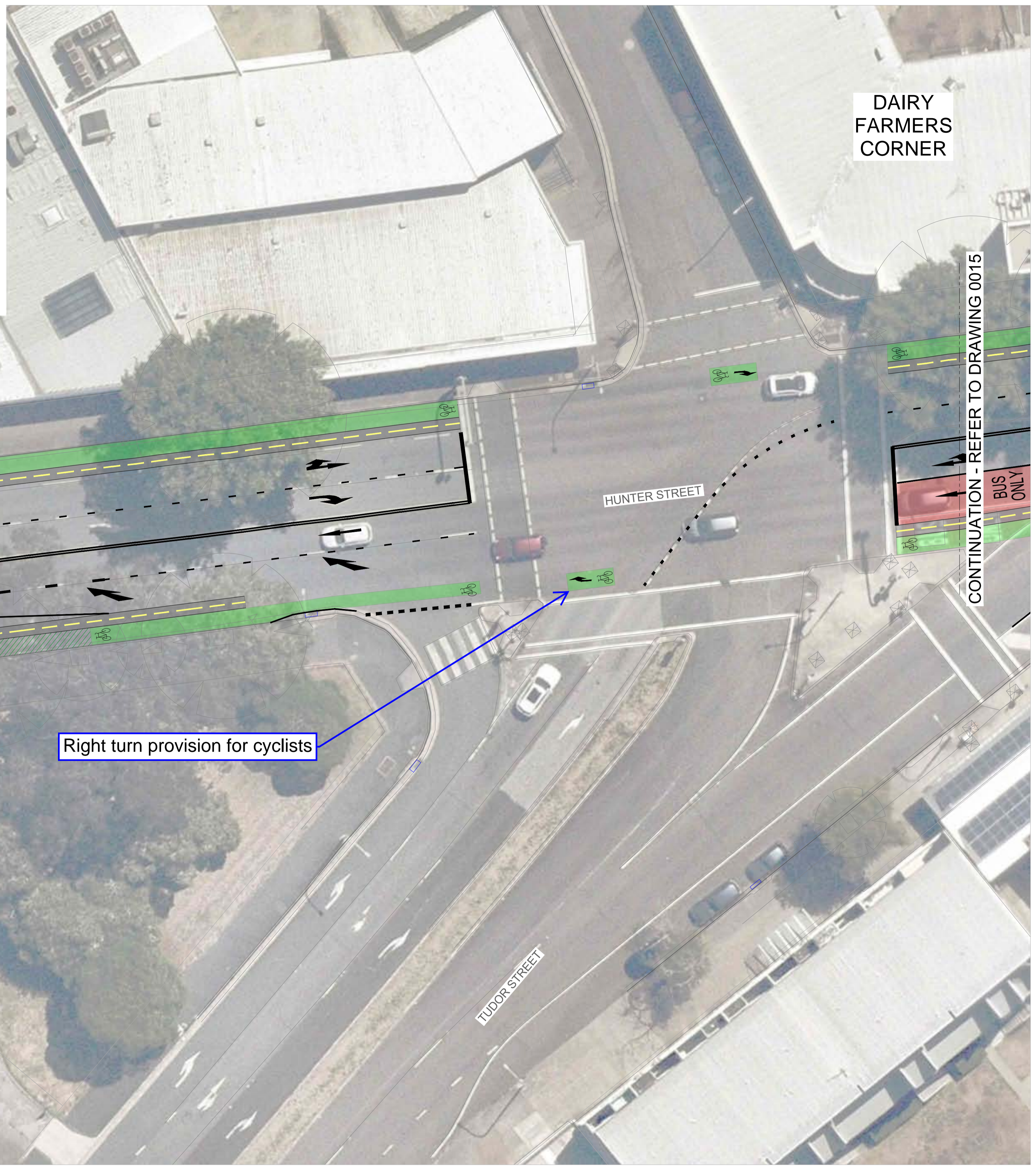
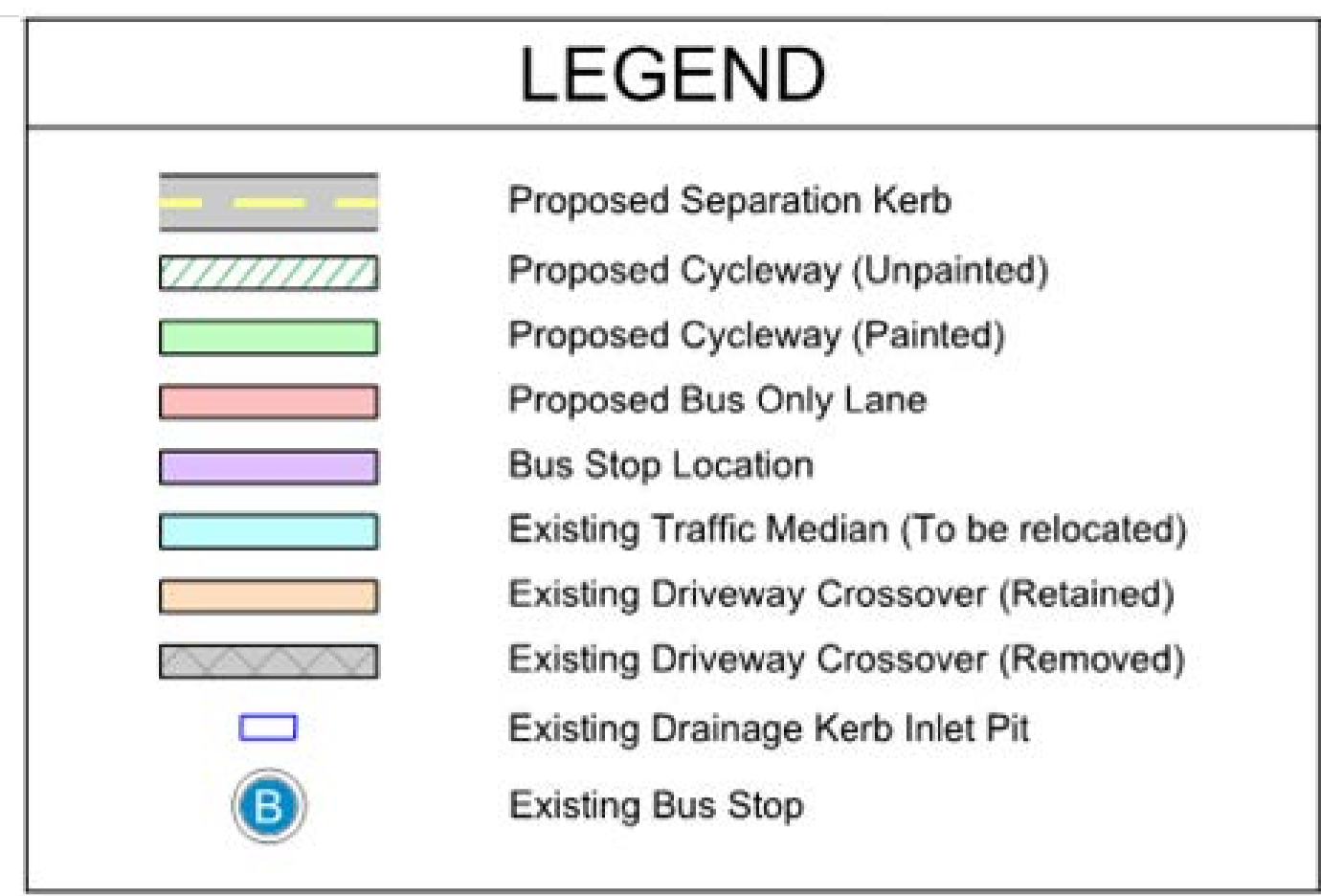
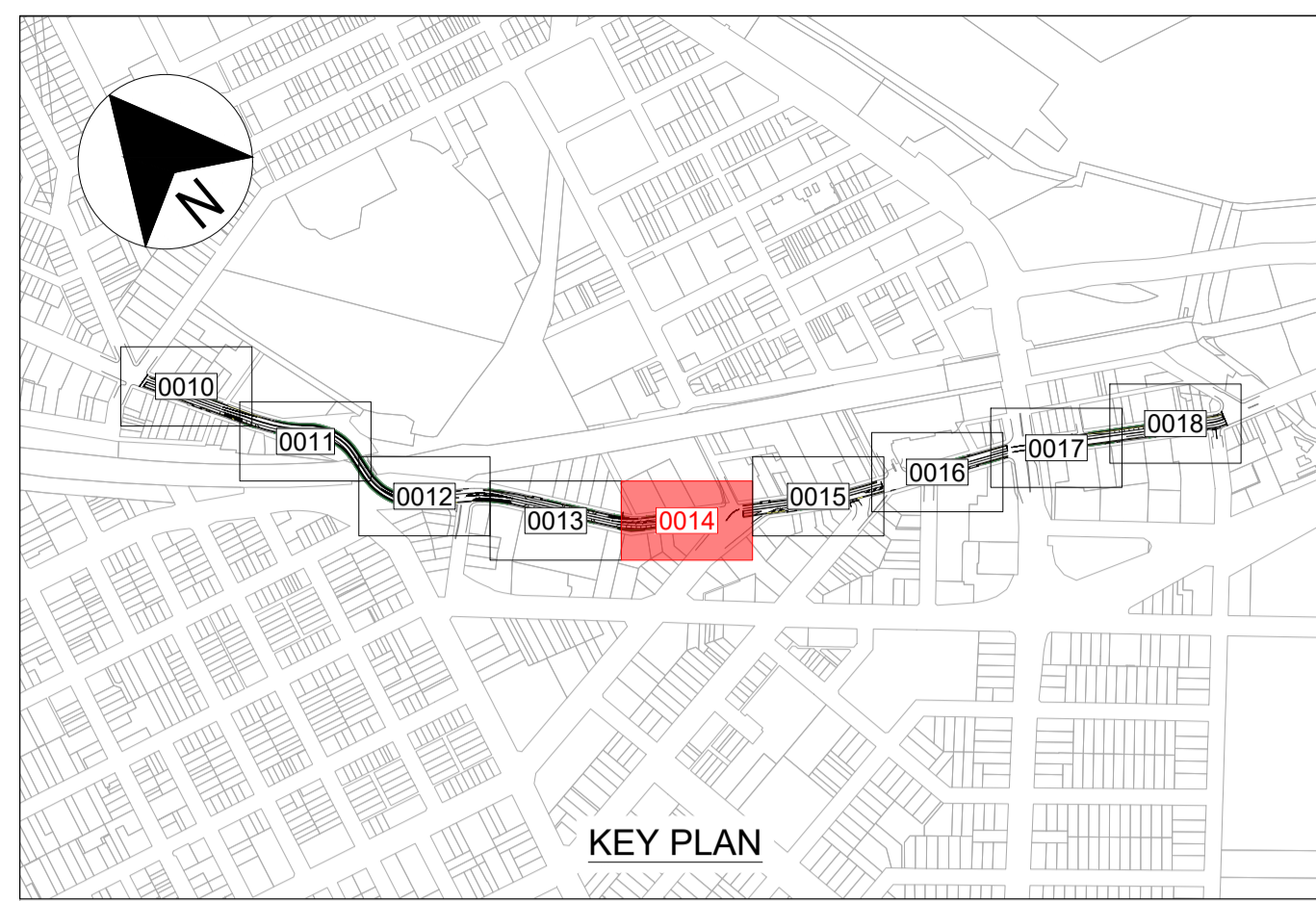
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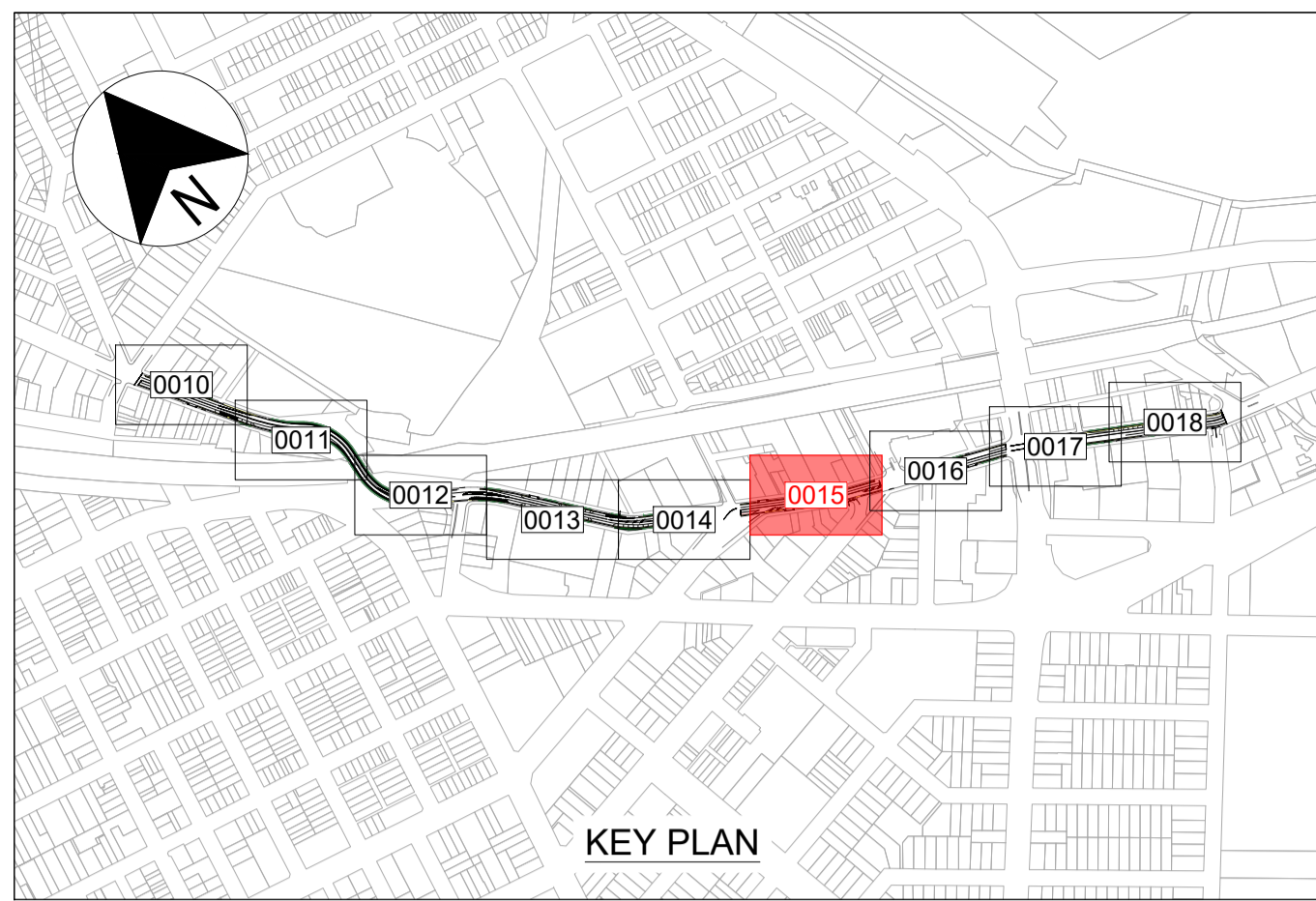
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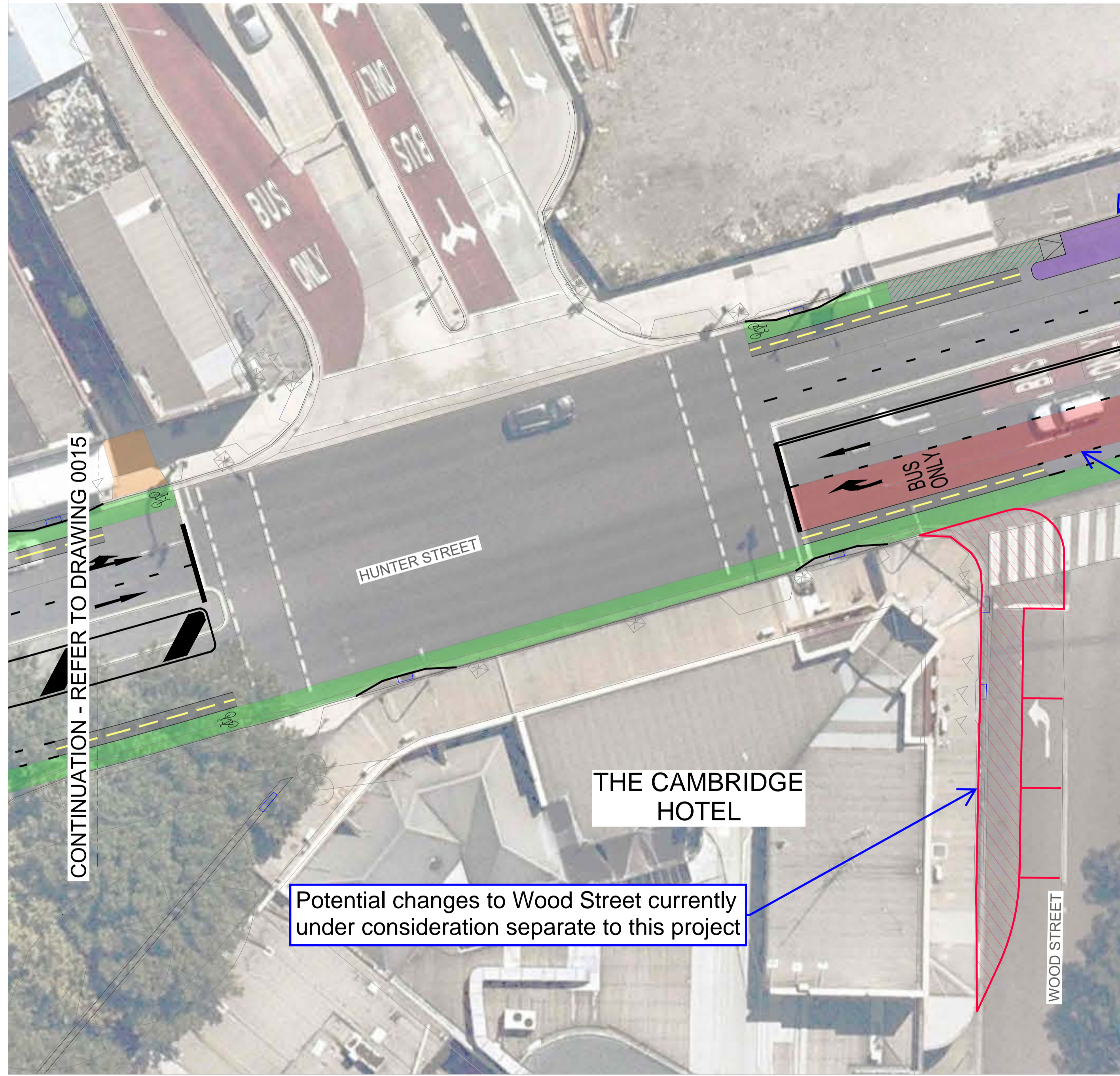
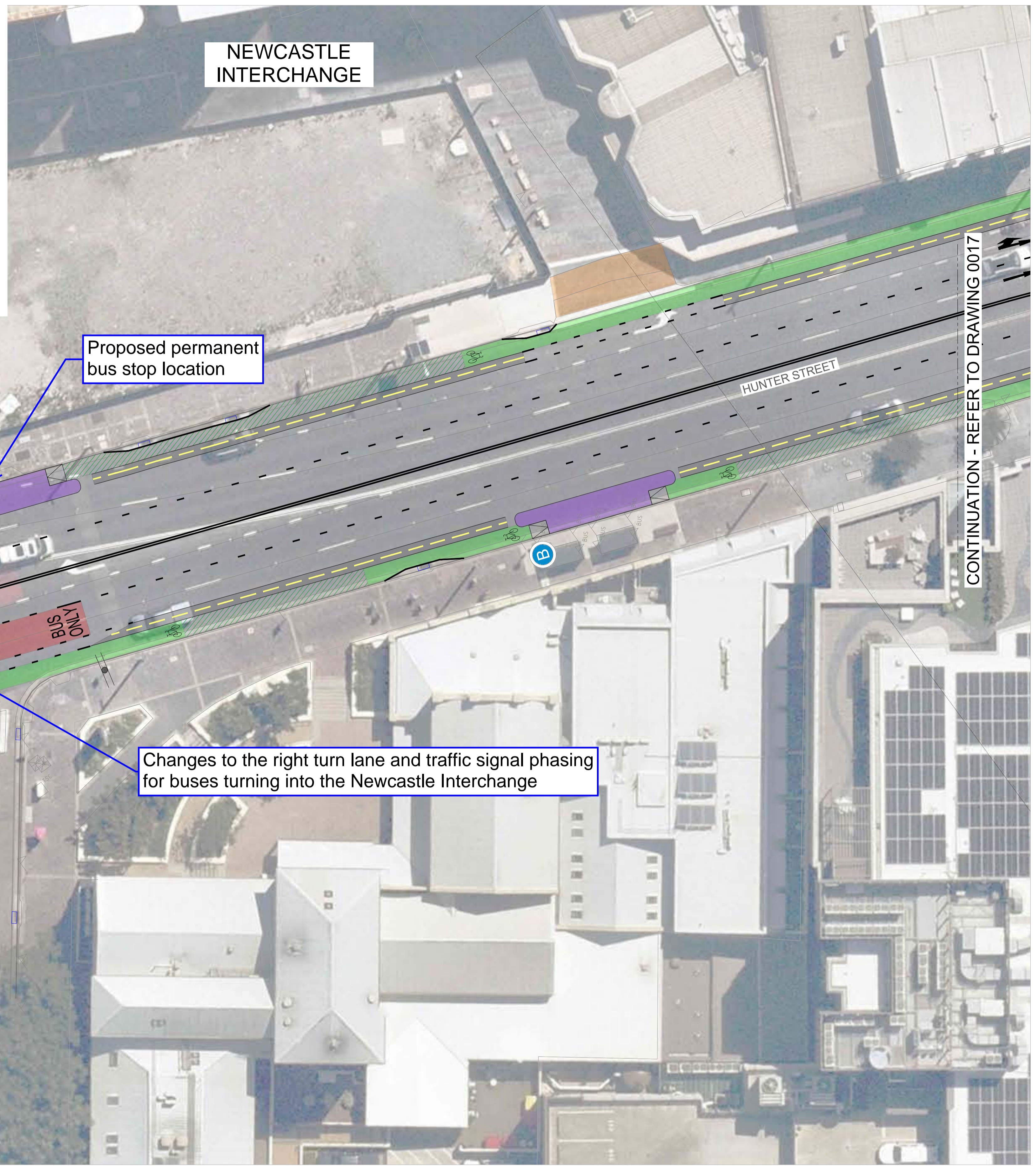
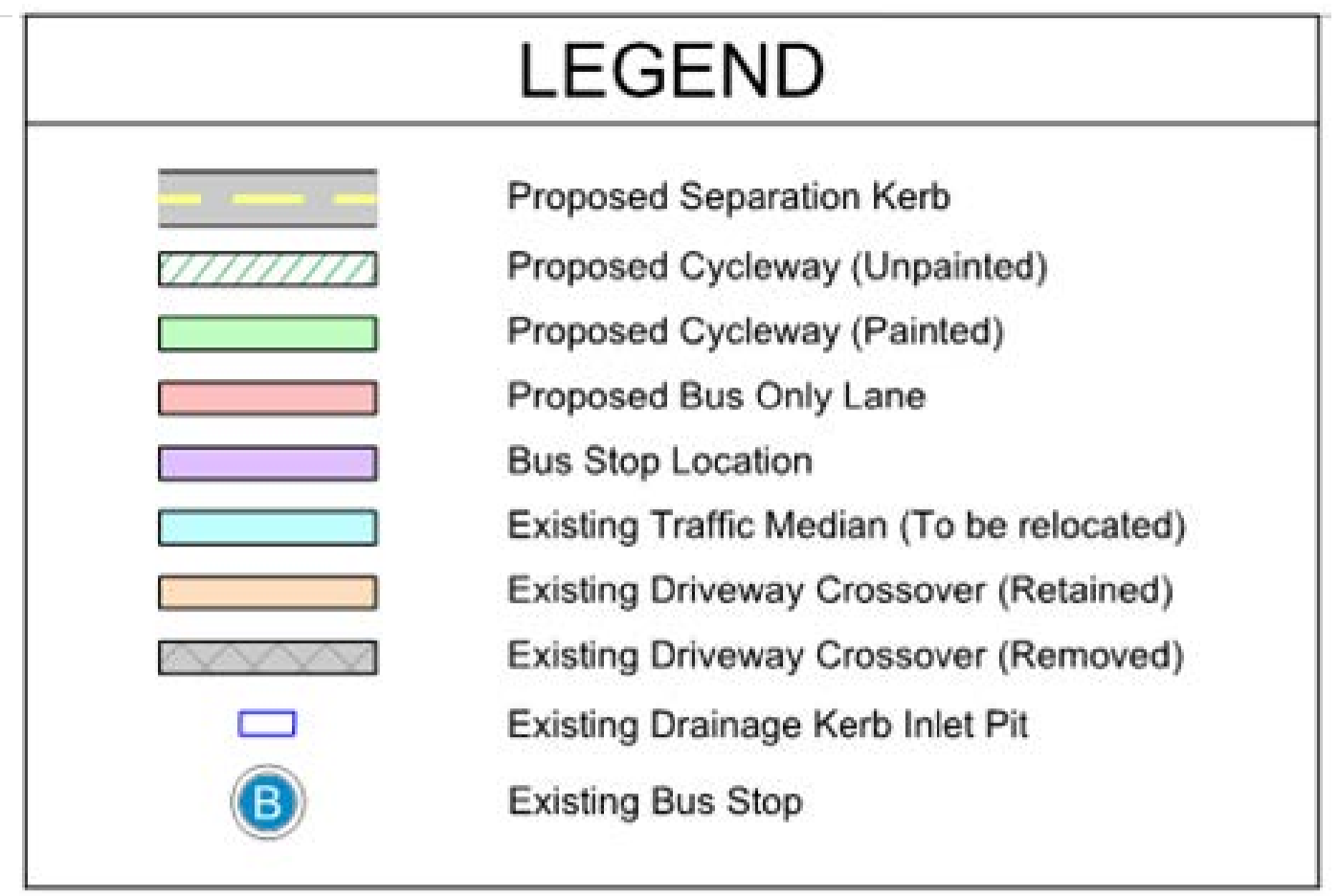
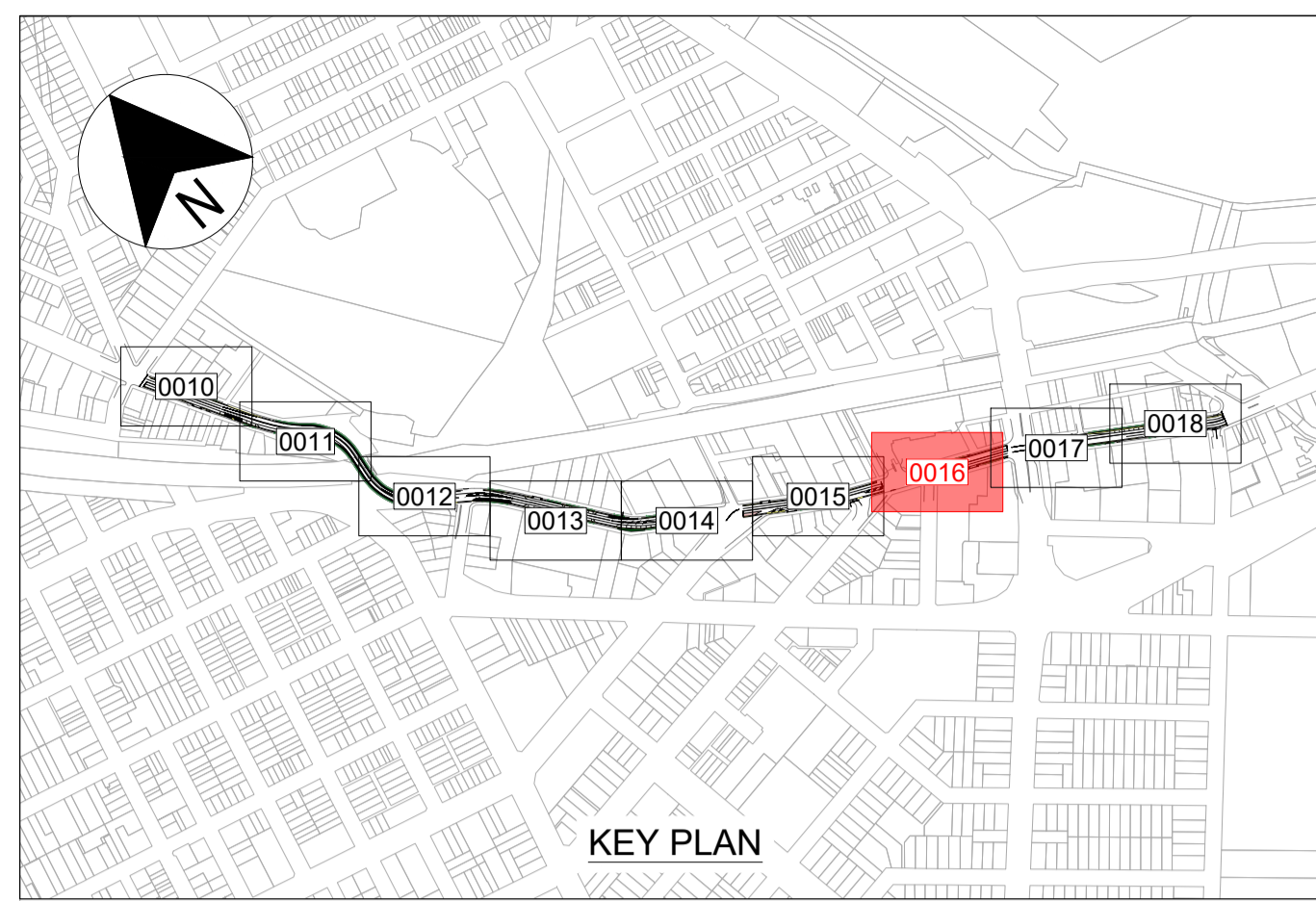
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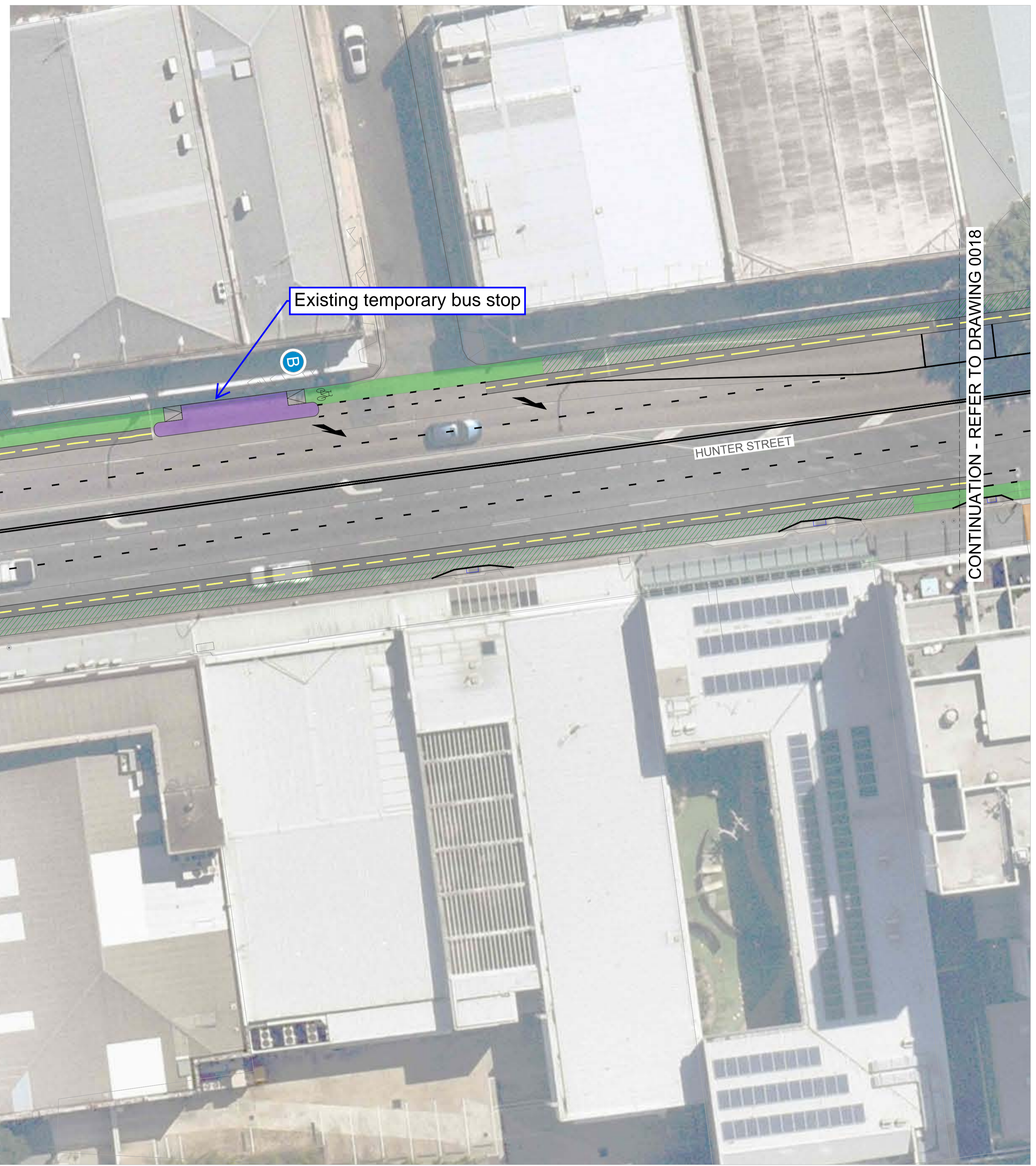
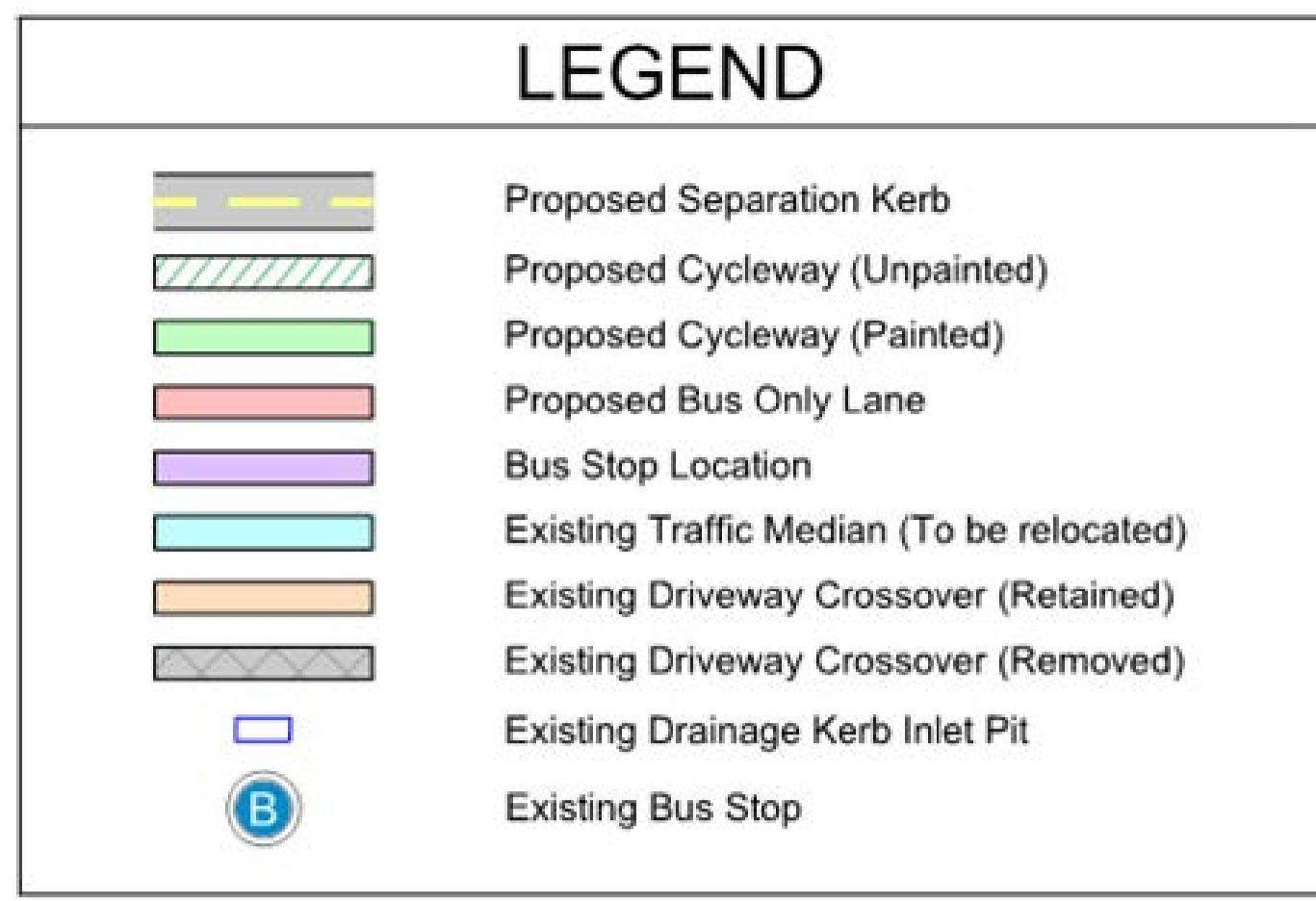
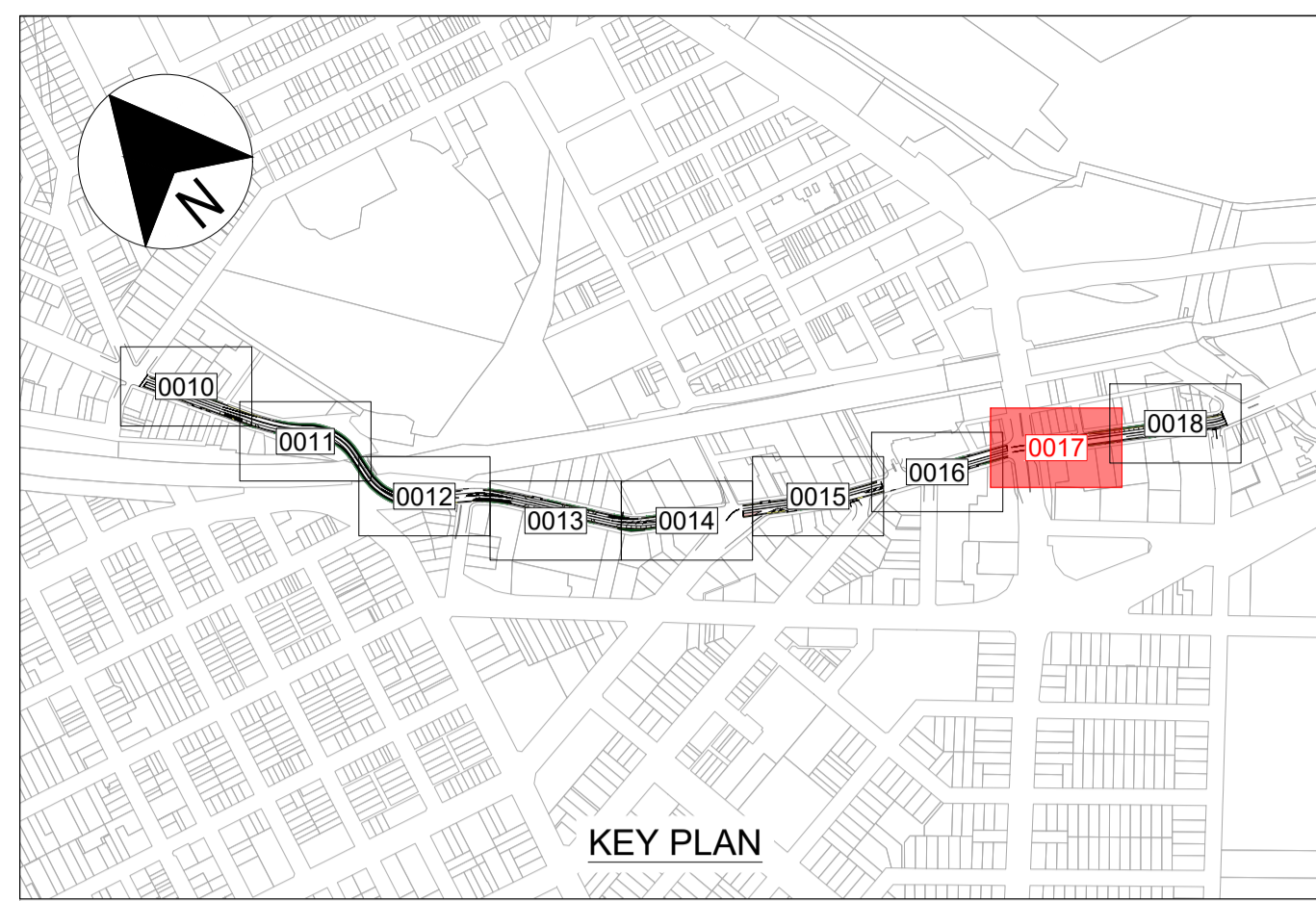
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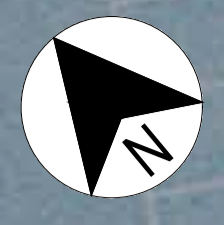
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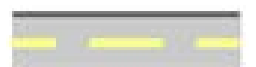


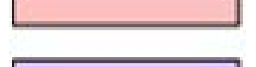






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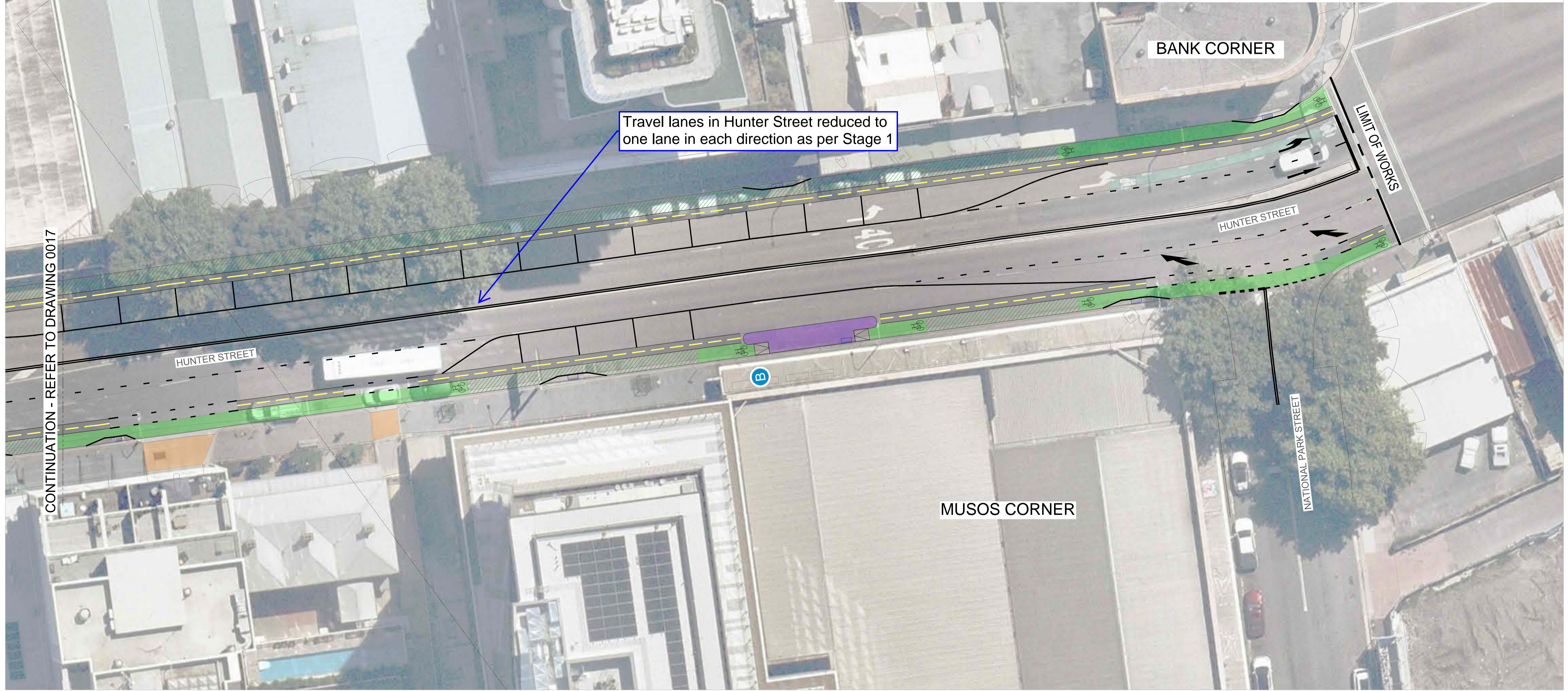
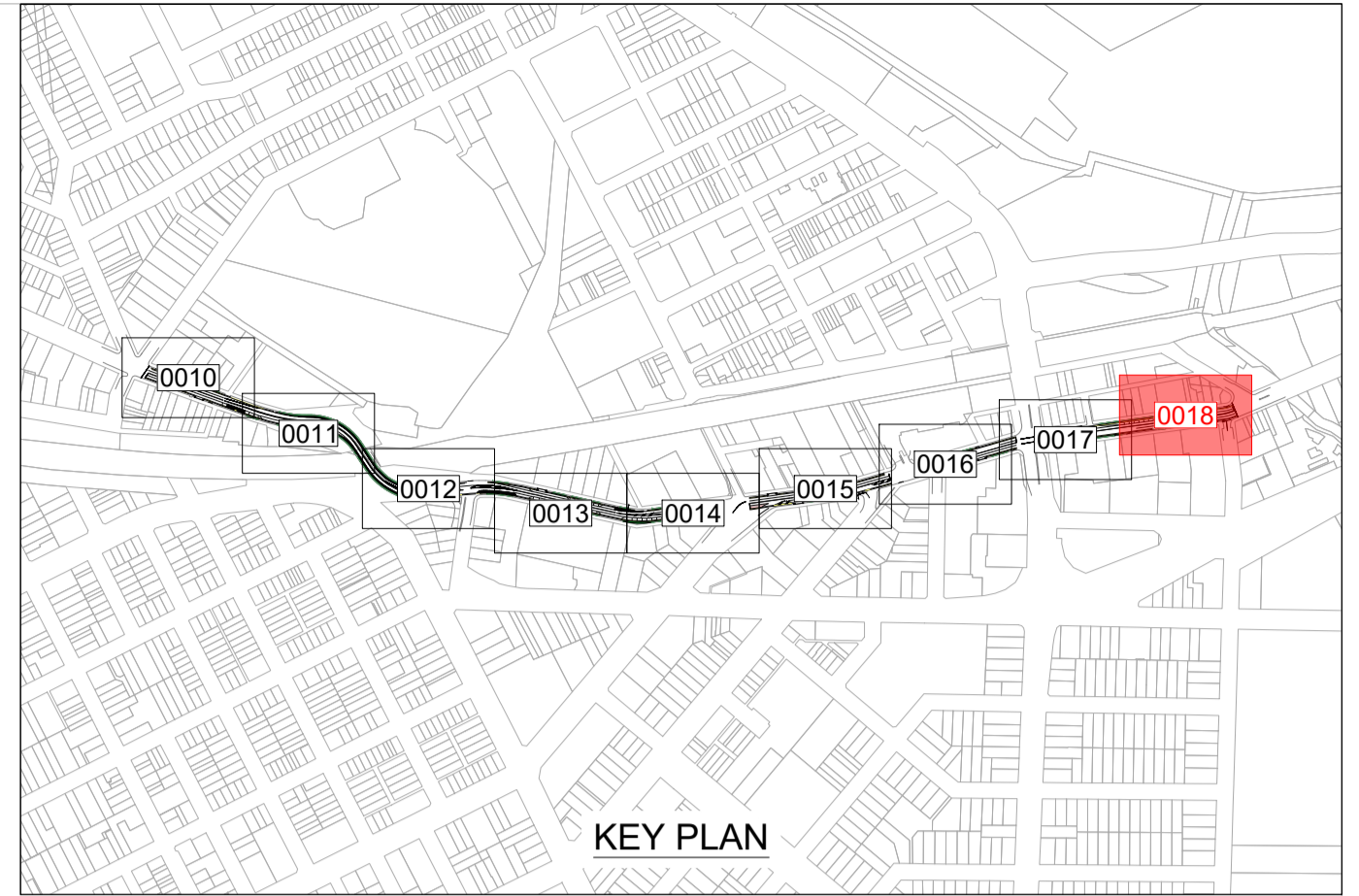
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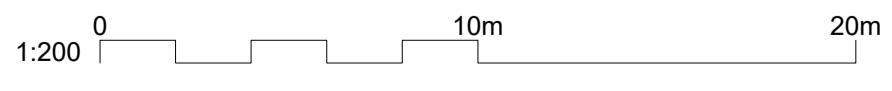

LEGEND

-  Proposed Separation Kerb
-  Proposed Cycleway (Unpainted)
-  Proposed Cycleway (Painted)
-  Proposed Bus Only Lane
-  Bus Stop Location
-  Existing Traffic Median (To be relocated)
-  Existing Driveway Crossover (Retained)
-  Existing Driveway Crossover (Removed)
-  Existing Drainage Kerb Inlet Pit
-  Existing Bus Stop



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Hunter Street Trial Cycleway *Stage 2 Extension*

Community Engagement Report November 2023

Prepared by: Media, Engagement, Economy and Corporate Affairs, City of Newcastle
and Micromex Research

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Executive summary

City of Newcastle (CN) sought feedback from the community about the Stage 2 extension of the Hunter Street Trial Cycleway, which proposes a separated cycleway along Hunter Street between National Park Street and Ivy Street. The community was presented with a draft concept design and encouraged to provide feedback via an online form and interactive map. We asked the community to tell us whether they support the cycleway extension, to share their ideas for Stage 2, and provide any feedback about their experiences with Stage 1 of the cycleway.

The public exhibition was promoted via the Have Your Say webpage, flyers distributed to local residents and businesses, on-site signage, social media and e-newsletter.

Overall, 281 responses were provided via the online form, 57 comments were provided on the interactive map and 5 email submissions were received. An interactive map was used to provide location-specific feedback about the Hunter Street Trial Cycleway Stage 2 extension.

This report discusses community feedback on the Stage 2 extension of the trial cycleway along Hunter Street. Key themes from respondents across all three engagement activities include:

1. **Support for improved connectivity and cycleway infrastructure:** Many respondents were supportive of the extension of the cycleway and safety improvements, emphasising the importance of building a safer and more connected cycling network.
2. **Traffic concerns:** Some concerns were raised about traffic congestion and the potential impact of the cycleway on vehicle movement.
3. **Safety concerns:** Some respondents were concerned about the safety provisions of the cycleways (e.g., poor visibility, distance from vehicles, drainage issues during wet weather events, safety around bus stops with pedestrians, etc.) and provided a range of suggestions such as wider lanes and improved signage to enhance safety.
4. **Connectivity and usage:** Some respondents felt that the Stage 1 cycleway was not being used enough to justify the extension. However, ensuring the cycleway connects with other key areas and avoiding abrupt stopping or the need to go onto the footpath when the cycleway ends will provide a better user experience and encourage greater usage.
5. **Parking:** Concerns were raised with regards to parked cars (e.g., the need for more parking, the impact the removal of parked cars will have on the immediate area, the safety risk to cyclists with blind spots, and the difficulty of checking for safe passage).
6. **Maintenance and cleanliness:** Regular maintenance and cleaning/sweeping of the cycleway is required to ensure it is free from obstructions such as bins, rubbish and shopping trolleys. Businesses should be provided a separate area to place their bins that does not restrict access for cyclists.

Summary of results from the online form

90% of online respondents expressed at least some level of support for the separated cycleway on Hunter Street, from National Park Street to Ivy Street (75% said 'yes' and 15% said 'yes, with changes').

Feedback about Stage 2 focused on support for the proposed cycleway extension and support for improvements to cyclist safety. Other comments included the need to extend the cycleway further, more dedicated separated cycleways and better cycleway connections.

The main changes that respondents wanted to see considered for the Stage 2 design were improvements to road safety through changes to some intersections and having traffic lights for cyclists, better cycleway connections, wider cycle lanes, the removal of obstructions e.g. bins, fixing drainage issues and improved signage.

Experiences with the Stage 1 trial cycleway echoed the feedback for Stage 2. The key themes were connectivity with other cycleway routes, support for Stage 1 and cycling safety improvements as a result of the project.

The main concerns regarding Stage 1 were obstructions such as bins and trolleys, the quality of surface maintenance, and safety concerns such as road rules and traffic proximity.

Summary of feedback from the interactive map

Community members were given the opportunity to provide comments and location-based feedback via an interactive map. A total of 57 pins were dropped along the cycleway, with the opportunity for community members to agree (up-vote) or disagree (down-vote) with each comment made.

Responses from the interactive map indicate a desire for a more comprehensive and safer cycling network in the city. A large proportion of comments/pins dropped related to general support and positive feedback about the cycleway. Although there was support for the improved connectivity and cycleway infrastructure, concerns were raised about traffic impact, safety, usage, parking, and bin management.

Suggestions for improvement included extending the cycleway further, providing dedicated lanes for cyclists, ensuring safe crossings and connections, and maintaining the cycleway.

Other submissions

Of the five submissions received by email, one expressed full support for the Stage 2 extension, two provided support with changes and two provided concerns. The main concerns were appropriate cycleway connections, conflicts with other road users, flooding, debris causing obstructions, loss of parking and lane configurations.

1. Background

City of Newcastle (CN) is delivering Stage 2 of a trial cycleway along Hunter Street, from National Park Street to Ivy Street, as part of ongoing efforts to deliver safe, connected, convenient cycleways across the City.

Stage 1 saw the delivery of separated cycleways on both sides of Hunter Street, between National Park and Worth Place. Construction for Stage 1 was completed in September 2021.

This project (Stage 2) is a continuation of the existing trial cycleway on Hunter Street, creating a 2km long dedicated lane for cyclists, connecting Islington, Tighes Hill and Hamilton to the city.

Future cycleways will feed into the Hunter Street cycleway to achieve a comprehensive cycling network.

The proposed upgrades include the construction of a cycleway on either side of Hunter Street where cyclists are separated from pedestrians and motorists. Intersection treatments are being carefully considered to improve cycling connectivity and safety.

During previous consultation in 2019, 89% of survey respondents strongly supported a separated cycleway and 74% strongly supported a reduction in traffic lanes (from four lanes to two).

The implementation of a cycling network in the City Centre is a key element of the City Centre Revitalisation Program, and critical for increasing active transport, renewing Hunter Street and delivering on the transport objectives outlined in the [Newcastle 2040 Community Strategy Plan](#).

This route is also an important link in the City's proposed network as identified in the [On Our Bikes – Cycle Plan 2021-2030](#).

The Hunter Street Cycleway is being delivered as a 'trial' to allow CN to better understand the impacts and benefits of the cycleway infrastructure within our city centre's active transport network. Outcomes of the trial will inform more permanent solutions as part of the [West End Public Domain Plan](#).

2. Engagement objectives

To better understand community opinion towards the Hunter Street Cycleway Stage 2 extension, CN publicly displayed the draft concept plans and sought feedback from the community between 11 October to 8 November 2023.






The purpose of the engagement was to:

- Inform the community about the Stage 2 extension of the Hunter Street Trial Cycleway from National Park Street to Ivy Street.
- Seek community feedback about Stage 1 of the Hunter Street cycleway to identify any learnings or improvements that can be used to inform the design of Stage 2 and future cycleway projects.
- Seek community feedback about the proposed design for Stage 2 to inform the final concept design and allow detailed design to occur.

3. Communication and promotion

During the engagement period, a communications campaign was implemented to inform community members about the Hunter Street Cycleway Stage 2 extension and promote the opportunity for community members to provide feedback.

Key communications activities are summarised below, and key pieces of communications collateral are available in [Appendix I](#).

Channel	Description	Reach
 Have Your Say webpage	A dedicated project webpage was created on CN's Have Your Say website. The page provided information about the Hunter Street Cycleway Stage 2 extension, and encouraged people to provide feedback.	1,692 page visits
 Flyers and onsite signage	Flyers were distributed to residential properties and businesses within the study area. Signage was also installed at key locations to promote the project and encourage community feedback.	800 flyers 10 corflutes
 Social media	The project was promoted via a post on CN's Facebook page on 12 October 2023. A paid campaign also ran from 16 October to 7 November 2023. The posts raised awareness and encouraged people to have their say.	27,693 total reach
 Newsletter	An e-newsletter sent to the Newcastle Voice community panel on 25 October 2023 contained an article to promote awareness of the project and encourage the community to provide feedback.	Distributed to 2,573 subscribers
 Councillor memo	A memo was distributed to Councillors on 11 October 2023, advising of the engagement and providing information on how constituents can provide feedback and comment.	n/a

4. Engagement activities

From 11 October to 8 November 2023, the community were invited to provide feedback on the proposed separated cycleway along Hunter Street between National Park Street and Ivy Street.

Community members were able to provide feedback by:

- Completing the online form
- Adding comments to the interactive map
- Contacting CN directly via mail, email or phone.

Online form

An online form was available on the Have Your Say webpage to encourage community members to provide feedback. The form sought to measure support the Hunter Street Stage 2 extension, and share ideas for any changes they would like considered.

In total, 281 people provided feedback via the online form. A summary of the feedback is included in [Section 5.1](#), and a copy of the form is included in [Appendix II](#).

Interactive map

An interactive map was available on the Have Your Say webpage for community members to leave comments and provide location-based feedback, showing exactly where their feedback relates to. Respondents were able to provide various types of feedback including general comments, cycling improvements, walking improvements, access to properties and traffic calming.

In total, 57 comments were provided by 38 unique respondents. A summary of the feedback is included in [Section 5.2](#).

Other submissions

Community members were also able to provide feedback via mail, email or phone. In total, five people provided feedback via email.

A summary of the feedback is included in [Section 5.3](#).

5. Key findings

5.1. Online form

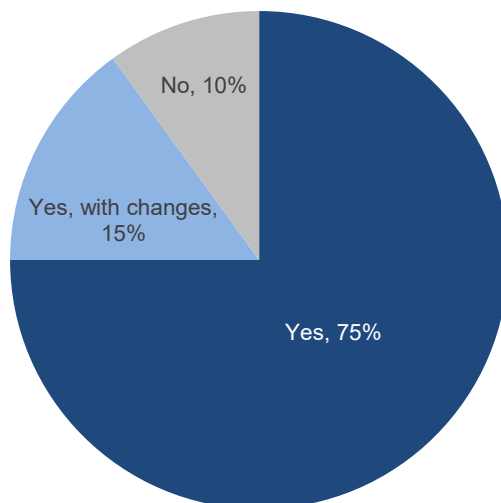
An online form was available on the Have Your Say webpage to encourage community members to provide feedback. The form sought to understand the level of support for the Hunter Street Trial Cycleway Stage 2 Extension, and gave respondents the opportunity to share ideas for any changes they would like considered.

In total, 281 respondents provided feedback via the online form. Ninety per cent of respondents provided at least some level of support for the separated cycleway along Hunter Street between National Park Street and Ivy Street. Respondents valued the improvements to the network that have been implemented in Stage 1 and appreciate the focus on safety and encouragement of more active transport.

5.1.1 Support for the Stage 2 Cycleway Extension

Respondents were asked if they support the separated cycleway along Hunter Street between National Park Street and Ivy Street. Positively, the vast majority (90%) provided at least some level of support for the Stage 2 Cycleway extension. Three in four respondents (75%) were fully supportive, whilst a further 15% of respondents were supportive with some changes being made.

Figure 1: Level of support for the Stage 2 Cycleway Extension



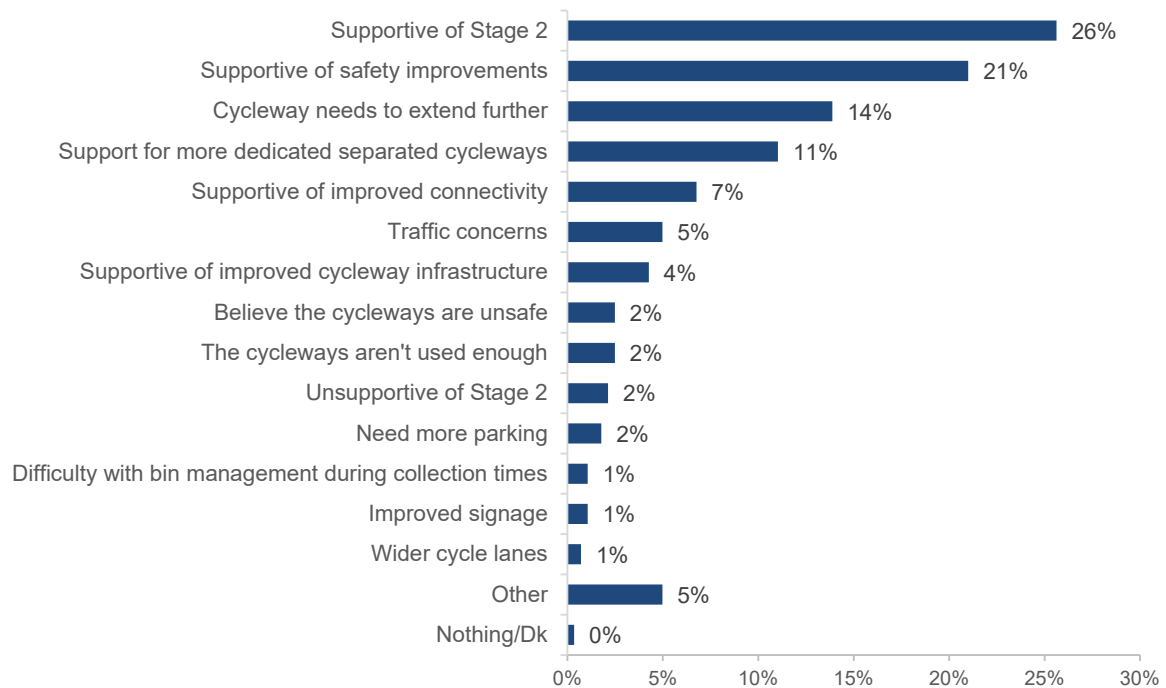
Base: All respondents (N = 281)

5.1.2 Feedback about Stage 2

Respondents were asked to provide open-ended feedback about Stage 2 of the cycleway. Twenty six per cent were supportive of the second stage, and 21% were in favour of safety improvements provided by the proposed cycleway.

Other key mentions were the need to extend the cycleway further, more dedicated separated cycleways and improved connectivity.

Figure 2: Feedback about Stage 2



Base: All respondents (N = 281)

The following tables provide examples of comments relating to support for Stage 2, support for safety improvements and the need to extend the cycleway further.

Table 1: Examples of Supportive of Stage 2 verbatims

Examples: Supportive of Stage 2 (26%)
<i>"Very necessary upgrade, will encourage me to ride to work more"</i>
<i>"It is an important addition to the cycling network"</i>
<i>"Cycling is so dangerous in Newcastle. The more of this the better"</i>
<i>"Fantastic initiative"</i>
<i>"I think is a great idea to promote health, reduce accidents and decongest motor traffic"</i>

Table 2: Examples of Supportive of safety improvements verbatims

Examples: Supportive of safety improvements (21%)
<i>"Love it. Bring on safer cycleways for decarbonisation"</i>
<i>"This would make cycling into and out of the city much safer"</i>
<i>"Cycling is so dangerous in Newcastle. The more of this the better"</i>
<i>"Anything which improves cycling safety anywhere in the city should be supported and put in place quickly"</i>
<i>"Such an important linkage to build bike safety and increase usage"</i>

Table 3: Examples of Cycleway needs to extend further verbatims

Examples: Cycleway needs to extend further (14%)
<i>"Good progress - needs to extend further west to Mayfield with special attention paid to the Maitland Rd rail bridge near the TAFE. The footpath isn't wide enough and the road itself is dangerous for cyclists"</i>
<i>"If it's actually going to Ivy Street in Islington that's great! It's a longer distance and would provide good commuting options. I think having a lane go down Tudor Street also would be good"</i>
<i>"Good progress, need more dedicated cycle ways. Suggest improving connection between Fernleigh track & the Foreshore & Merewether /Bathers Way"</i>
<i>"Keep going! Cyclists usually travel much further than this, especially in the suburbs"</i>
<i>"Using the current separated cycleway is great until it runs out at a busy area of Hunter Street so continuing the connection would be great"</i>

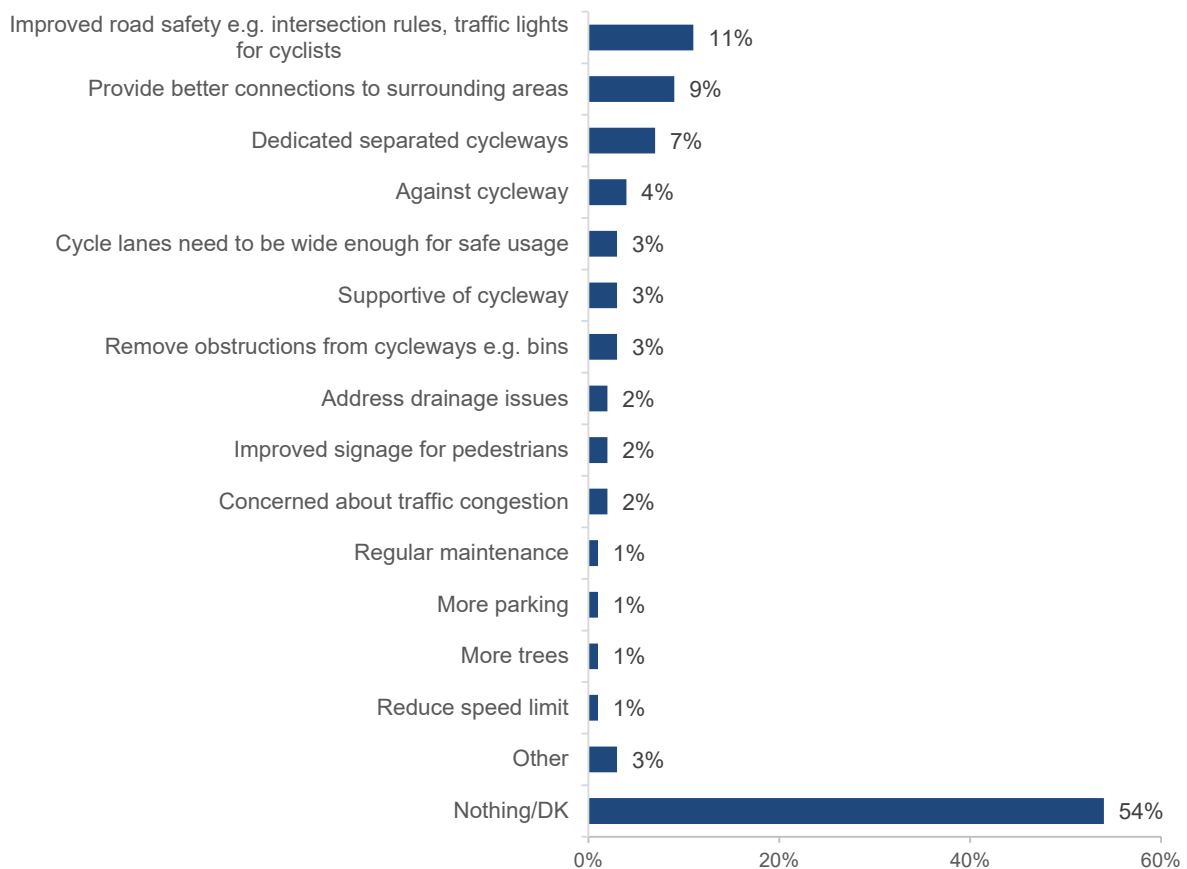
5.1.3 Changes to consider

Respondents were given the opportunity to list any changes to the cycleway they would like considered.

The top suggestions focused on improving the road safety by implementing more intersection rules and having traffic lights for cyclists, providing better connections to surrounding areas and having dedicated separated cycleways (i.e. more separation from traffic and pedestrians on footpaths).

Other changes included wider cycle lanes, the removal of obstructions (e.g., bins), fixing drainage issues and improving signage.

Figure 3: Changes to Consider



Base: All respondents (N = 281)

The following tables provide examples of verbatim comments from the top three codes: improved road safety, providing better connections to surrounding areas and dedicated separated cycleways.

Table 1: Examples of Improved road safety verbatims

Examples: Improved road safety (11%)
<i>"Cyclists' travelling along the cycleway are at risk of being hit by inattentive drivers making a left turn. Suggest considering left turn lanes being located on the left side of the cycleway and additional give way signage for vehicles crossing the cycleway"</i>
<i>"Some less dangerous way of transitioning from the Hamilton bike path/Selma St to Hunter St"</i>
<i>"The temporary bus stop design could be improved by not terminating the separated facility into a shared path through the potential pedestrian storage at the bus pole. Could an approach similar to the City of Sydney be adopted to deliver a dedicated island bus stop with cycleway running between existing kerb line and new island bus stop. This could be facilitated through the provision of a bi-directional cycleway requiring bus stop re-design and reconstruction on one side of the road"</i>
<i>"The Selma St right hand turn onto Hunter St should change to left only as motorists can turn easily onto King St and the slip lane become a protected 2-way cycle way linking to the shared path. This will allow a much safer intersection for cyclists. A pedestrian crossing should be included to allow cyclists and pedestrians to cross safely from north side of Hunter St"</i>
<i>"When riding into the City on the weekend I often ride north on National Park St to where it meets Hunter St. I then have to dismount and walk to the traffic lights so then I can cross Hunter St to join its separated cycleway heading east. Are cyclists going to be allowed to turn right at the end of National Park St where it meets Hunter St? This would avoid the need to dismount and join the pedestrian paths to cross at the pedestrian signals"</i>

Table 2: Examples of Provide better connections verbatims

Examples: Provide better connections to surrounding areas (9%)
<i>"Extending the scope of the cycleway slightly to connect it with the existing R6 city to Uni bike path. The current plan brings it painfully close without quite connecting them together"</i>
<i>"Extend it to more streets. Ausgrid are moving their Newcastle office into the city mid next year, that's hundreds more people and potentially hundreds more cars but many of us are thinking of cycling in"</i>
<i>"Would like it extended to connect to Lake Macquarie at Belmont and then on to Valentine and Warners Bay"</i>
<i>"Just to be mindful of where the cycle ways start and end. I think it would be great if it also links up with the paths at the Foreshore"</i>
<i>"If this could be connected to the cycle path running towards Lambton and Jesmond, it would provide much needed, safe access to the CBD"</i>

Table 3: Examples of dedicated separated cycleways verbatims

Examples: Dedicated separated cycleways (7%)
<i>"Keep cyclists in the lane and pedestrians on the footpath"</i>
<i>"Completely separate bike path with concrete barrier, with connection all the way (no merging into traffic)"</i>
<i>"You need to add better separation than plastic blocks, this isn't safe enough, cars will still cross into the bike lanes to double park etc. Cement blocks are much safer"</i>
<i>"Planning department should be considering separate cycleways all over Newcastle"</i>
<i>"I use a power wheelchair and the lack of designated cycleways makes travel on the undesignated sections of it very hazardous."</i>

5.1.4 Thoughts and experiences with Stage 1

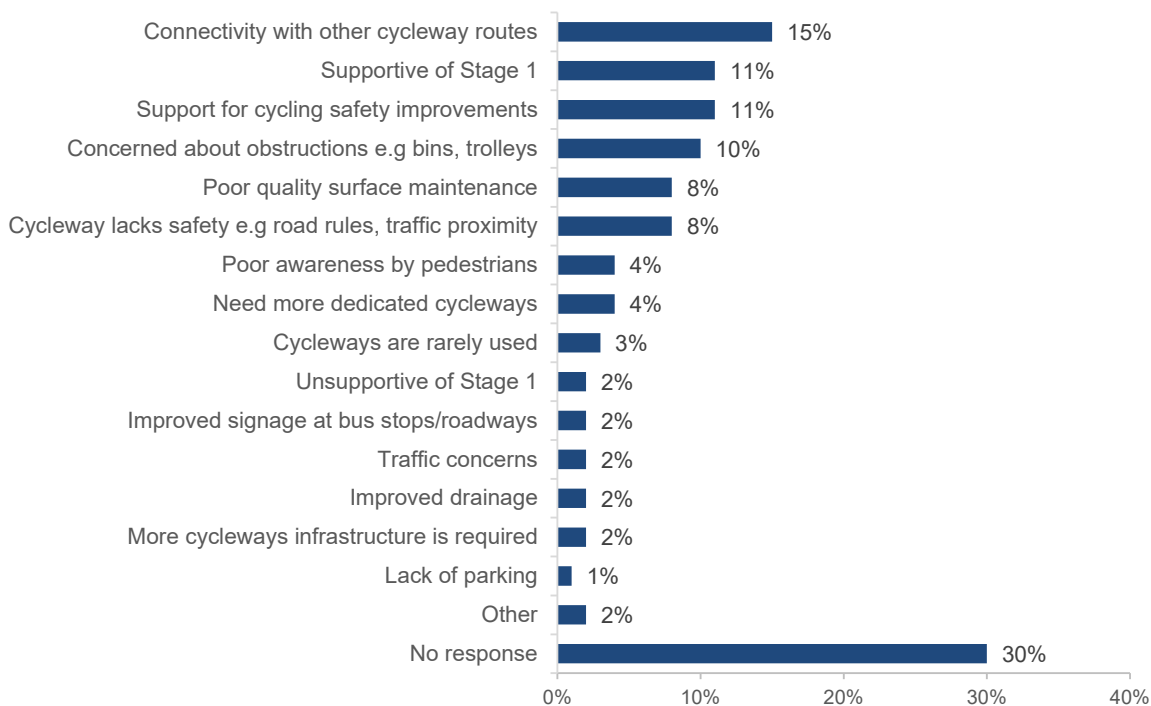
The online form also asked respondents to share their thoughts and experiences with Stage 1 of the Hunter Street Trial Cycleway. The main themes that emerged were:

- connectivity with other cycleway routes
- support for Stage 1
- support for cycling safety improvements.

The main concerns were regarding:

- obstructions e.g. bins, trolleys
- quality of surface maintenance
- safety concerns e.g. road rules, traffic proximity.

Figure 4: Thoughts and experiences with Stage 1



Base: All respondents (N = 281)

Table 7: Examples of lacks connectivity verbatims

Examples: Lacks connectivity (15%)
<i>"The main problem is lack of connectivity with other routes. I confess I currently cross at Civic and use the foreshore in preference when heading west. I think I will be sticking to that route as long as the route ends on a busy road. It's not clear from the map just how this route would end/link"</i>
<i>"Seems well executed, but I never used it due to it being disconnected to any other routes"</i>
<i>"I have used it and it's fine. it will be more useful when it is extended because at the moment it doesn't really go anywhere (a bit like the light rail). I would be a fan of making Hunter St one way and King St one way the opposite way. I think this would make for better traffic flow"</i>
<i>"As an infrequent rider in Newcastle CBD, it's been hard to find and connect to"</i>
<i>"Stage one has been good, although a bit tricky at bus stops and frustrating how it ends at both ends. I used to get to the interchange from Cooks Hill and trying to cross the Hunter St to turn into the interchange is tricky. When riding home, I end up on the footpath as I have nowhere to go when it ends"</i>

Table 8: Examples of Supportive of Stage 1

Examples: Supportive of Stage 1 (11%)
<i>"Very positive, we use it often"</i>
<i>"Highly supported. Critical link in the network. Intermediate works should lay the foundation for permanent works"</i>
<i>"As a cyclist, Stage 1 has been a great way to access the inner city"</i>
<i>"I use it regularly - very good. Great to finally see some cycleways in Central Newcastle"</i>
<i>"I have had great experiences using this cycleway, and also as a motorist find the changes to the roads to have had a minimal in impact"</i>

Table 9: Examples of Support for cycling safety improvements verbatims

Examples: Support for cycling safety improvements (11%)

"It's great. makes cycling around town so much safer and easier. Only complaint is a lot of people waiting at bus stops just stand and wait on the cycle way and don't move. This forces cyclists back on a narrow busy road"

"I use that cycle way all the time to get to the beach from my house and it is the only time I feel comfortable and safe cycling on the road. Infrastructure like this is the only way to invite cyclists to participate in life here"

"I use this cycle way. It has improved my safety and enjoyment riding to Newcastle from my home in Islington"

"The cycleway that forms Stage 1 has dramatically improved the safety of cyclists on Hunter Street and I now feel far more confident to use this street when riding"

"The separated lane from the traffic is great! Dedicated cycle lanes are so encouraging and safe. I use it confidently every day to ride to work"

5.2. Interactive map

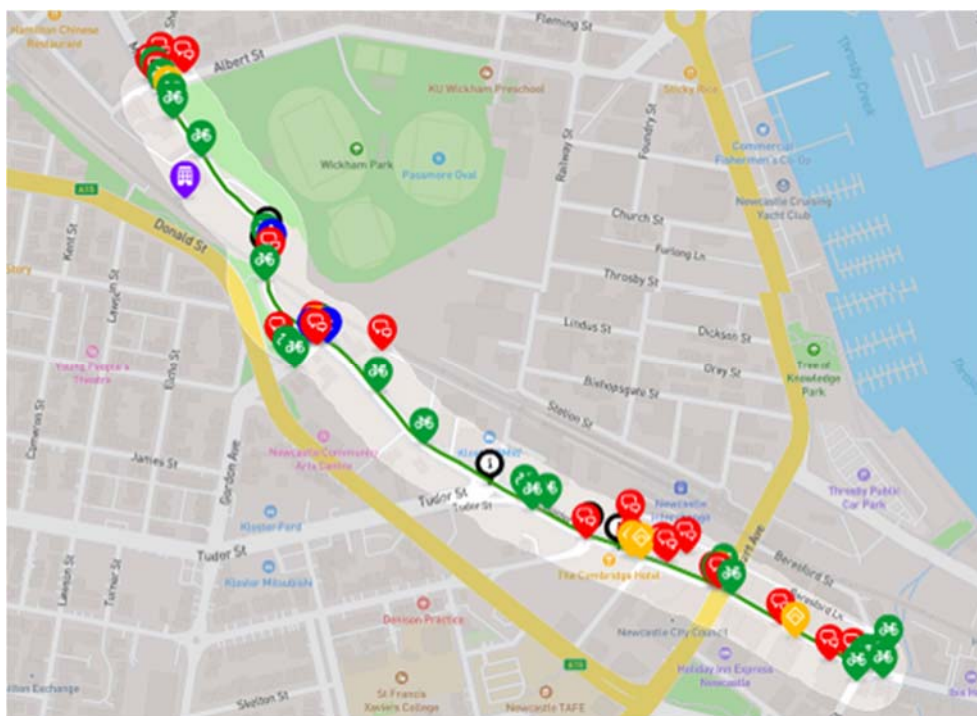
At the conclusion of the engagement period, 57 pins had been dropped on specific locations along Hunter Street. Respondents were able to leave different types of pins to help categorise their feedback. Categories included cycling, traffic calming, walking/pedestrian improvements, access to properties and general comments.

A summary of the number of pins or comments by category is shown below:

- Cycling improvements.....24 Pins
- Traffic calming measure.....7 Pins
- Walking improvements.....3 Pins
- Access to properties.....1 Pin
- General comments.....22 Pins

This section of the report provides a breakdown of location-specific comments provided by participants. Participants were given the opportunity to not only log their personal opinions but also agree (up-vote) or disagree (down-vote) with those provided by other participants.

Figure 5: Study Area Map – Pin Point comments



5.2.1 Cycling improvements

Participants provided a variety of comments with regards to improved connectivity for cyclists across various streets and connecting with other cycleways or off-road shared paths. Suggestions focused on providing on-road cycling infrastructure to improve the connectivity and ensuring safe crossings and connections, particularly without using pedestrian footpaths.

Comments on cycling improvements have been grouped into the following themes:

Safe connectivity and crossings:

- Expand the scope to consider how cyclists can safely cross Parry Street and Tudor Street. and connect with the Donald Street off-road shared path and the proposed Hunter Street works.
- Provide a safe place for bikes to cross National Park Street without using pedestrian footpaths and crossings.
- Ensure a safe connection from Stewart Avenue to the Hunter Street Trial Cycleway.
- Fix the car lane split and allow bikes to have safer access to Albert Street and Maitland Road.
- Ensure the cycleway is safe for all ages and abilities.
- Provide signage for cars turning left onto Tudor Street to alert drivers that they are crossing a bike lane.
- Address the issue of cars cutting the corner and veering into the cycle lane.
- Address the issue of high-speed e-motorbikes along the waterfront.
- Bikes do not seem to activate the traffic light when travelling to Bellevue Street from Hunter Street and this spot can become dangerous with traffic.

Maintenance and design:

- Maintain the cycleway and ensure it is not obstructed by bins and rubbish.
- Carefully design new intersection treatments.
- Provide a physical barrier between car lanes and bike lanes over the bridge to create a safe space for cyclists.
- Paint the cycleway with green paint where driveway crossings occur.
- Provide a demarcated area for businesses to place garbage bins.
- Provide a small traffic island to protect cyclists from cars cutting the corner.
- Ensure the separated cycle lane prevents turning vehicles from encroaching on the cycle lane normally, while still allowing emergency use around broken down vehicles.
- Provide a provision for a right turn from National Park Street to go east on Hunter Street.
- Provide a barrier between car lanes and bike lanes that is the width of a car door to avoid cyclists getting 'side-swiped'.

Extension and connection:

- Extend the cycleway down Maitland Road with a separated bike path and a concrete barrier.
- Link the Hunter Street Trial Cycleway with the cycleway along Honeysuckle to the Cruising Yacht Club.
- Enlarge the Stewart Avenue bike lane towards the station to make the connection even better.
- Further extension east from Worth Place.
- Huge advantage to having the cycleway to Islington Park – potential link to Honeysuckle.
- Provide on-road cycling infrastructure (Selma Street) to improve connectivity to the regional separated facility along Hunter Street.

Accessibility:

- Ensure the cycleway can be used by all, not just more experienced cyclists.
- Create a pathway to Islington Park for people with disabilities or the elderly to be able to walk down that main thoroughfare into the city.

Other:

- Provide a shared footpath while the cycleway is being built.
- Support for where the car lane splits before the turn into Albert Street (corner of Maitland Road).

The following table highlights the top comments on cycling improvements pinned by participants.

Table 10: Top comments on cycling improvements

Geo Address	Comment	Up votes
1 Selma Street, Newcastle West	It would be good to expand the scope to consider how cyclists can safely cross Parry and Tudor streets (if heading north -south) and how this connects with the Donald Street off road shared path, then onto the proposed Hunter Street works.	14
3 Selma Street, Newcastle West	Can on-road cycling infrastructure be delivered in this location to improve connectivity to the regional separated facility along Hunter Street.	12
1 National Park Street, Newcastle West	Will there be a safe place to cross over if cycling on national park Street to get onto the cycleway to go east into the city? Currently cars can only turn left at the end of national park street where it joins Hunter St, so I go on the footpath to cross at the pedestrian light crossing. It would be good to have a safe area for bikes to cross without having to use the pedestrian footpaths.	11
826 Hunter Street, Newcastle West	The connection from Stewart Av to the Hunter Street cycleway is important. There is a narrow on road cycleway that does not feel safe when travelling from the Throsby Creek path along Stewart Avenue to the intersection with Hunter Street. Not sure if you could have an off-road shared path past the interchange to connect with the lights near the Cambridge? Otherwise, a separated path along Stewart Av would be preferred.	9
30-38 Maitland Road, Islington	I could see a huge advantage having this cycleway to Islington Park. This would create a link for families to be able to explore the beautiful park and its lake. Moreover, creating a robust pathway as well. Would also allow people with disabilities or the elderly to be able to walk down that main thoroughfare into the city as well. Possibly even linking up to Honeysuckle.	8
744 Hunter Street, Newcastle West	Current cycleway east of proposal is poorly maintained. On numerous occasions there has been bins and rubbish obstructing the path (present for days). The path rarely gets broomed and there is glass present constantly ... there was a period of time I would stay in the car lane as the cycleway was so bad. Also, near the canal (opposite two wheels) the stormwater pit is collapsing and surface of cycleway is very uneven and unsafe. Don't build something you can't maintain!!!!!!	6
110 Maitland Road, Newcastle West	New intersection treatment needs to be carefully designed. It will be sub-standard to make a cyclist mix with traffic to turn right off Hunter Street into Selma Street heading south, or right from Selma Street onto Hunter Street heading east.	6
28 Maitland Road, Islington	Ideally a cycleway should be able to be used by ALL not just the brave & fit. For example, families with little kids, seniors, disabled riders. Cycling on the road is unsafe for a 5-year-old.	5

Note: The full list of comments can be found in Appendix IV.

5.2.2 Traffic calming measures

Traffic calming pins discuss traffic concerns at the intersection of Hunter Street and Selma Street. Issues include the difficulty of right turns from Selma Street, the speed of cars from the east, unclear lane markings, and dangerous driving on Hunter Street.

Suggestions include modifying the merge lane and bus stop placement as well as extending the kerb/separator for bike lane safety and extending the bus lane to Stewart Avenue.

The following table highlights the top comments on traffic calming measures pinned by participants.

Table 11: Top comments on traffic calming measures

Geo Address	Comment	Up votes
1 Selma Street, Newcastle West	Right turn into Hunter St (Maitland Rd) from Selma St is almost impossible at present with limited reaction time to vehicles heading west along Maitland Rd. Proposed new arrangement will not provide suitable storage for vehicles turning right. Need to retain seagull arrangement.	5
1 Selma Street, Newcastle West	Tricky intersection turning right from Selma into Hunter. Cars from east come through fast around bend. Concern with mixed (slow bike/fast car) for turning drivers in Selma. Can the turning shelter on the east bound lane be made more prominent/protected.	3
6 Wood Street, Newcastle West	Proposed lane marking arrangement doesn't provide enough warning for west bound vehicles entry. There is no warning that left lane is only for buses!!!! Line marking should indicate a merge into the right lane and only buses permitted to stay in left.	2

Note: The full list of comments can be found in Appendix IV.

5.2.3 Walking improvements and access to properties

Participants commented on the lack of safe crossing areas on Hunter Street between Albert Street and Tudor Street, and the difficulty of cyclists sharing the footpath with pedestrians over the bridge on Maitland Road. One participant suggested an alternative bridge with pedestrian and cyclist access only to avoid the Selma Street intersection.

Another participant commented on the access to properties suggesting that CN should consider an eastern exit for Hamilton Station and provide a connection between the station and buses.

The following table shows all comments on walking improvements and access to properties left by participants.

Table 12: Comments on walking improvements and access to properties

Geo Address	Comment	Up votes
Walking improvements		
110 Maitland Road, Newcastle West	It's almost impossible to cross Hunter Street at this location. There's actually no safe place to cross Hunter Street between Albert Street and Tudor Street	10
1 Selma Street, Newcastle West	This intersection is just terrible for pedestrians at the moment. Also terrible for cars.	2
110 Maitland Road, Wickham	Sharing the footpath with cyclists at this bridge is difficult. Could an alternative walking/cycling bridge route be created to the east of the car bridge? It could be created in such a way that it avoids the Selma St intersection. It would be good to be able to cross to the Cathedral/Catholic Schools office without having to walk all the way down to the lights at Tudor Street & turn back.	1
Access to properties		
8 Maitland Road, Islington	Consider an eastern exit for Hamilton station to connect with the cycleway, and provide connectivity between the station and buses on Newcastle Road, Maitland Road.	1

Note: The full list of comments can be found in Appendix IV.

5.2.4 General comments

Participants mentioned their support and provided suggestions for better connectivity and safety for cyclists. Some did not feel confident riding along Hunter Street without a separated cycleway and believe the new cycleway will be well-used.

Suggestions include giving priority to bike traffic at stoplights, placing signage at bus stops to prevent people from standing in the middle of the platform, and preventing waste bins from obstructing bike lanes. There are also concerns about cyclist safety at roundabouts and the need for safe roundabout design to minimise conflict points. Participants highlight the importance of expanding the network of cycleways, connecting with the UON city campus, and addressing hazardous intersections.

The following table shows the top general comments mentioned by participants.

Table 13: Top general comments

Geo Address	Comment	Up votes
770 Hunter Street, Newcastle West	Really supportive of this connection and cycleway. It is quite scary riding along Hunter Street once you leave the existing temporary cycleway in Hunter Street. I currently use Beresford Lane and footpaths and avoid on road to get to Islington. The cycleway will be well used I think.	15
796-802 Hunter Street, Newcastle West	<p>This is excellent! Newcastle could greatly benefit from expanding its network of cycleways, especially connecting with the UON city campus. Some noteworthy ideas I've observed in other cities include giving priority to bike traffic at stoplights, similar to how pedestrians have the right of way at crosswalks for cars turning left. This would enable cyclists to turn left if necessary or proceed ahead of cars making left turns, this would require the addition of a dedicated bike traffic light to the stoplight. This practice is currently implemented in Sydney and Melbourne.</p> <p>I also suggest considering the placement of signage at bus stops to encourage people not to stand in the middle of the platform while waiting for the bus. Additionally, it's important to prevent waste bins from obstructing bike lanes, as they are often left there, which can compel cyclists to use the road due to hazards in the bike lanes. Overall excellent work looking forward to this one!</p>	13
110 Maitland Road, Newcastle West	<p>I was reading a paper related to bicycle safety at roundabouts. This article from the Australasian College of road safety (At the bottom) provides safe roundabout design suggestions to minimise conflict points. The primary suggestion is that bicycles are merged onto the primary path through the roundabout on approach, meaning the same as the cars, to avoid conflicts. Also, the shape of Entry and Exits of the roundabout to lower speeds (Radial, non-flared entries). Without this the statistics of bicycle crashes with cars is quite high.</p> <p>I wonder if a roundabout in this location, designed appropriately, may work for a few reasons, addressing a couple of the concerns already listed here.</p> <ul style="list-style-type: none"> - Slow cars down that whip over the train line. - Give bikes riding east the opportunity to turn right into Selma, which would be difficult from a left hand outside bike lane. 	12

Geo Address	Comment	Up votes
	<ul style="list-style-type: none"> - Allow cars greater opportunity turning right out of, and right into, Selma St. - Having a median on the east side of the intersection for pedestrians to cross with slower traffic. - Allow bikes coming from Hamilton station (south side) or Hamilton south way a greater opportunity to get over Hunter St at the slower intersection. <p>As long as traffic lights aren't put in of course. :)</p>	
46 Maitland Road, Islington	<p>A general comment to say I love these cycling improvements. As an individual rider I would not always feel comfortable riding on road with traffic, but at the moment I typically ride with my small kids which requires further scrutiny of safe paths. These cycling improvements are game changers! I'm looking forward to Mayfield being connected along Maitland Rd at some point, to enjoy and feel safe accessing the city on bike. We regularly use the shared path from Carrington into Newcastle beach and out to Islington. Great work on all the work!</p>	11
1 Selma Street, Newcastle West	<p>Unclear if within project scope - connect the R5 Regional Route Donald St shared path to Hunter St. Short missing link that is needed to optimise uptake of the Hunter St upgrade.</p>	10
110 Maitland Road, Wickham	<p>A one-way road, cycleway and footpath so should connect Maitland Rd to Wickham, between the park and the rail line.</p>	9
984a Hunter Street, Newcastle West	<p>It is imperative that Railway Lane is connected westward with Islington, through Wickham parklands. A pathway from TAFE through to the Marina would connect other infrastructure, and be a safe alternative to riding on roadways or footpaths.</p>	6
1 Selma Street, Newcastle West	<p>This is a hazardous intersection for cars turning right out of Selma St onto Hunter St to head east. As part of the Stage 2 extension consideration should be given to making this a left turn only. There are other much safer alternatives for cars wanting to head east along Hunter St.</p>	6
880 Store Lane, Newcastle West	<p>INTERCHANGE: needs a secure bike storage facility of reasonable size</p>	5
13 Denison Street, Newcastle West	<p>The loss of this right-hand turn is significant, it is the last opportunity to turn right from eastbound Maitland Rd/hunter St before it shrinks to one lane given the loss of right hand turn into Wood St & Stuart Ave over time. Whilst it appears as a bit of a rat run shifting traffic onto King St it in effect takes some load off the heavily congested Steel St right hand turn between Hunter/King St.</p> <p>Looking at the presented drawings it appears there should be opportunity for some careful design to still allow this right-hand turn.</p>	4

Note: The full list of comments can be found in Appendix IV.

5.2. Other submissions

Community members were also able to provide feedback via other methods such as mail or email. In total, five submissions were received. One expressed full support, two provided support with changes and two provided concerns.

The submissions were generally in line with the feedback that was received via the online form and interactive map. The feedback is summarised below.

The main concerns were:

- appropriate cycleway connections
- conflicts with other road users
- flooding
- debris causing obstructions
- loss of parking
- lane configurations.

Submission 1

One submission raised concerns about debris blocking the cycleway such as bins, conflicts with pedestrians who don't look before walking or cars turning left at lights not looking for cyclists. It was suggested that the cycleway configuration should be parked cars on the outside, followed by the cycleway in the middle and traffic lane on the inside.

Submission 2

Another submission provided support for the Stage 2 extension, with some changes.

The main concerns were appropriate cycleway connections, potential for conflicts among cyclists and other road users, poor visibility and bus lane configurations.

Regarding feedback about Stage 1, it was observed that eastbound cyclists exiting the cycleway are encouraged to use the footpath at the end of the separated cycleway but often traverse the light rail tracks at acute angles to continue travelling east on Hunter Street. Westbound cyclists approach the cycleway from Hunter Street, again interacting with the light rail corridor.

Suggestions to consider include:

- Remove the right turn provision from the left-hand lane on Tudor Street into Hunter Street (only one lane to turn right).
- Remove the right turn provision from Selma Street onto Hunter Street.
- One eastbound lane from Tudor Street eastbound to allow parking to be retained on the northern side of Hunter Street between Tudor Street and the intersection to enter Newcastle Interchange.
- Single lanes in both directions between Newcastle Interchange and Stewart Avenue and westbound between National Park Street and Stewart Avenue.
- Move the bus only lane back into the centre of the road with a larger lane for buses to turn right into the Newcastle Interchange. It was suggested that this change would reduce conflict with Wood Street, potential future one-way works and misuse by other vehicles.

- Addition of 'bus only' lane to allow for right turns from Hunter Street into Stewart Avenue, allowing better access to the Newcastle Interchange for buses and decreasing bus traffic on Stree Street and Union Street.
- Single lane eastbound approaching the Stewart Avenue intersection, continuation of a single eastbound lane east of Stewart Avenue to allow for better connection to Stage 1 works, and a single lane westbound between National Park Street and Stewart Avenue.
- A dedicated right hand turn lane for westbound traffic from Hunter Street onto Stewart Avenue.

Submission 3

The third submission provided support for the Hunter Street Trial Cycleway Stage 2 extension and CN's objectives to increase active transport use, reduce car dependency and promote healthier lifestyles. Some concerns were raised with regards to safety, particularly between Selma Street and Tudor Street and the extent of localised flooding during large rainfall events. It was commented that Hunter Street can become submerged to a depth of 15-20cm in some places where the cycleway is proposed.

Upgrades to stormwater drainage such as drainage inlet pits, grates and pipework are required as part of the Stage 2 extension to ensure a safe environment for cyclists. The design of the new bus stop proposed along Hunter Street should also be considered as it will be subject to localised flooding.

The proposed reduction in car parking along Hunter Street between Selma Street and Tudor Street was opposed given the already limited on-street parking and adverse impact of removing short-term flexible parking options in the area.

Submission 4

Another submission raised concerns with flooding along Hunter Street near Tudor Street, providing photos. It was commented that if drains had been blocked with leaves, the extent of the flooding would have been even more serious.

Submission 5

This submission provided full support for the Stage 2 extension and the proposal for a pair of uni-directional cycle paths on a major road.

6. Next steps

The project team will review all community feedback and use this to inform the final concept designs for the Stage 2 Hunter Street Trial Cycleway Stage 2 extension, prior to detailed design and construction. We will continue to update the community as the project progresses.

Appendix I – Promotional materials

Have Your Say webpage



Hunter Street Trial Cycleway – Stage 2 Extension

We're seeking your feedback on a proposal to improve safety for cycling along Hunter Street between National Park Street and Ivy Street.

[Home](#) / [Hunter Street Trial Cycleway – Stage 2 Extension](#)

What is proposed?

As part of our ongoing efforts to deliver safe, connected, convenient cycleways across our city, we are delivering a new trial cycleway along Hunter Street, from National Park Street to Ivy Street.

This work is a continuation of the existing trial cycleway on Hunter Street, creating a 2km long dedicated lane for cyclists, connecting Hamilton to the city.

Future cycleways will feed into this cycleway to achieve a comprehensive cycling network.

The proposal includes construction of a cycleway on either side of Hunter Street where cyclists are separated from pedestrians and motorists. Intersection treatments are being carefully considered to prioritise pedestrian and cycling connectivity and safety.

Why this project is being proposed?

Implementation of a cycling network in the city centre is a key element of the City Centre Revitalisation Program, and critical for increasing active transport, renewing Hunter Street and delivering on the transport objectives outlined in the [Newcastle 2040 Community Strategy Plan](#).

This route is also an important link in the city's proposed network as identified in the [On Our Bikes – Cycle Plan 2021-2030](#).

During previous consultation in 2019, 89% of survey respondents strongly supported a separated cycleway and 74% strongly supported a reduction in traffic lanes (from four lanes to two).

This work will significantly improve cycling safety and connectivity from Islington and Tighes Hill into the city.



Have Your Say

We're seeking your feedback to inform the final project designs. We encourage you to provide feedback on the proposed concept plans and share your experiences with Stage 1 of the Hunter Street trial cycleway.

Ways to have your say:

- Provide location-based feedback via our social map
- Complete our online form

Feedback is open until 5pm 8 November 2023.

Document Library



Draft Concept Plans: Hunter Street Trial Cycleway – Stage 2 Extension
PDF (6.93 MB)



Hunter Street Trial Cycleway project page

[Learn more about the Hunter Street Trial Cycleway >](#)

FAQ

- ? Why is this a trial and not a permanent cycleway?
- ? Will you remove the cycleway after a trial period?
- ? Will you be putting in bicycle crossing lights (lanterns) at the traffic signals?
- ? How do you plan to maintain the cycleway?
- ? Will the cycleway affect the running of my bus and other traffic?

Flyer

Proudly supported by



Trial Cycleway -
Stage 2 Extension

Cycleway improvements
**Hunter Street,
Newcastle**

**Have
your
say**



We're seeking your feedback on a proposal to improve safety for cycling along Hunter Street between National Park Street and Ivy Street.

What is proposed?

As part of our ongoing efforts to deliver safe, connected, convenient cycleways across our city, we are delivering a new trial cycleway along Hunter Street, from National Park Street to Ivy Street.

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Future cycleways will feed into this cycleway to achieve a comprehensive cycling network.

The proposal includes construction of a cycleway on either side of Hunter Street where cyclists are separated from pedestrians and motorists. Intersection treatments are being carefully considered to prioritise pedestrian and cycling connectivity and safety.



Artistic render - Hunter St, Cycleway Stage 2

Have your say

We're seeking your feedback to inform the final project designs. We encourage you to provide feedback on the proposed concept plans and share your experiences with Stage 1 of the Hunter Street trial cycleway.

To have your say and complete the online survey, scan the QR Code or visit newcastle.nsw.gov.au/yoursay, before **5pm, 08 November 2023**.



For all other enquiries related to this project, please call **4974 2000**.



Proudly funded by the NSW Government in association with City of Newcastle

Onsite signage



Artistic render - Hunter Street, Cycleway Stage 2

Trial Cycleway - Stage 2 Extension

Hunter Street, Newcastle

As part of our ongoing efforts to deliver safe, connected, convenient cycleways across our city, we are delivering a new trial cycleway along Hunter Street, from National Park Street to Ivy Street.

This work is a continuation of the existing trial cycleway on Hunter Street, completing 2km dedicated cycling lanes connecting Hamilton to the City.

We're seeking your feedback to inform the final project designs. To have your say and complete the online survey, scan the QR code or visit newcastle.nsw.gov.au/yoursay, before 5pm 08 November 2023.

For all other enquiries related to this project, please call **4974 2000**.




Have your say

Proudly supported by



Social media

**City of Newcastle**
★ Favorites · October 12 at 9:48 AM · 🌐

Newcastle's cycling network continues to grow, and we want your feedback on the second stage of the Hunter Street Trial Cycleway project 🚲

The proposed cycleway between National Park Street and Ivy Street will run on both sides of Hunter Street, separated from other traffic.

The project follows successful completion of the Stage 1 Hunter Street trial cycleway between Worth Place and National Park Street in 2021. Read more: <https://brnw.ch/HunterStCycleway>

🗣️: Cr Elizabeth Adamczyk, President of the Newcastle Cycleways Movement Sam Reich, Cr Carol Duncan, Cr Charlotte McCabe, Cr Katrina Wark and Lord Mayor Nuatali Nelmes announce the start of community consultation into stage two of the Hunter Street cycleway.



Newsletter

Hunter Street Trial Cycleway - Stage 2 Extension

We're seeking your feedback on a proposal to improve safety for cycling along Hunter Street between National Park Street and Ivy Street. This work will significantly improve cycling safety and connectivity from Islington and Tighes Hill into the city.

The stage 2 extension is a continuation of the existing trial cycleway on Hunter Street, creating a 2km long dedicated lane for cyclists, connecting Hamilton to the city.

Have your say by commenting on our interactive map or completing the online form.

Share your feedback by 5pm 8 November 2023.

HAVE YOUR SAY



Appendix II – Online form

Online submission form

We are seeking community feedback to make an informed decision on this project.

To have your say, please complete the online form below to tell us if you support this proposal.

Alternatively, you can email a written submission to engage@ncc.nsw.gov.au. Please include **Submission – Hunter Street Trial Cycleway - Stage 2 Extension** in the subject line.

Open

Your say

Do you support the separated cycleway along Hunter Street between National Park Street and Ivy Street? Required

- Yes
- Yes, with changes
- No

What changes, if any, would you like considered?

Please provide your comments about Hunter Street Cycleway Stage 2 (between National Park Street and Ivy Street):

Required

If you would like to, tell us your thoughts and experiences with Stage 1 of the Hunter Street Cycleway (between National Park Street and Worth Place):

Upload a file:

 Choose file...

Max files: 5 Allowed file types: pdf,doc,docx,txt,xls,xlsx,rtf,png,gif,jpg,jpeg Size limit: 10.00 MB

Your details

First name: Required

Last name: Required

Email: Required

Suburb: Required

Postcode: Required

Submit

Appendix III – Interactive map

Open

Hunter Street Cycleway Stage 2

Share your feedback by providing comments on the map below. The green line shows the extent of Stage 2 (between National Park Street and Ivy Street).

- Separated cycle lanes will be constructed on each side of Hunter Street as per Stage 1
- Parallel parking will be retained along Hunter Street
- Travel lanes on Hunter Street will be reduced to one lane in each direction as per Stage 1
- Bus stops will be treated similarly to Stage 1, with a kerb build out and ramps for cyclists

36 contributions so far

Enter an address Locations

The map displays a green line representing the proposed cycleway along Hunter Street. Various colored markers (red, green, blue, yellow) are placed along the route, indicating where users have provided feedback. The map interface includes a search bar, a 'Locations' dropdown, and an 'Add Marker' button. The map shows the surrounding urban environment, including streets like Albert St, Donald St, and Gordon Ave, and landmarks such as Wickham Park and Newcastle City Council.

Appendix IV – Interactive Map – Pin Point Responses

Geo address	Cycling Improvement	Down vote	Up vote
1 Selma Street, Newcastle West	It would be good to expand the scope to consider how cyclists can safely cross Parry and Tudor streets (if heading north -south) and how this connects with the Donald Street off road shared path, then onto the proposed Hunter Street works	0	14
3 Selma Street, Newcastle West	Can on-road cycling infrastructure be delivered in this location to improve connectivity to the regional separated facility along Hunter Street.	0	12
1 National Park Street, Newcastle West	Will there be a safe place to cross over if cycling on national park Street to get onto the cycleway to go east into the city? Currently cars can only turn left at the end of national park street where it joins Hunter St, so I go on the footpath to cross at the pedestrian light crossing. It would be good to have a safe area for bikes to cross without having to use the pedestrian footpaths.	0	11
826 Hunter Street, Newcastle West	The connection from Stewart Av to the Hunter Street cycleway is important. There is a narrow on road cycleway that does not feel safe when travelling from the Throsby Creek path along Stewart Avenue to the intersection with Hunter Street. Not sure if you could have an off-road shared path past the interchange to connect with the lights near the Cambridge? Otherwise, a separated path along Stewart Av would be preferred.	0	9
30-38 Maitland Road, Islington	I could see a huge advantage having this cycleway to Islington Park. This would create a link for families to be able to explore the beautiful park and its lake. Moreover, creating a robust pathway as well. Would also allow people with disabilities or the elderly to be able to walk down that main thoroughfare into the city as well. Possibly even linking up to Honeysuckle.	0	8
744 Hunter Street, Newcastle West	Current cycleway east of proposal is poorly maintained. On numerous occasions there has been bins and rubbish obstructing the path (present for days). The path rarely gets broomed and there is glass present constantly ... there was a period of time I would stay in the car lane as the cycleway was so bad. Also, near the canal (opposite two wheels) the stormwater pit is collapsing and surface of cycleway is very uneven and unsafe. Don't build something you can't maintain!!!!!!!	0	6
110 Maitland Road, Newcastle West	New intersection treatment needs to be carefully designed. It will be sub-standard to make a cyclist mix with traffic to turn right off Hunter Street into Selma Street heading south, or right from Selma Street onto Hunter Street heading east.	0	6
28 Maitland Road, Islington	Ideally a cycleway should be able to be used by ALL not just the brave & fit. For example, families with little kids, seniors, disabled riders. Cycling on the road is unsafe for a 5-year-old.	0	5
Maitland Road, Newcastle West	If you want to encourage biking as a realistic alternative to motored transport, you have to make it SAFE for everyone, not just the young and fit. You need to have a barrier between the car lanes and the bike lanes that is high enough and the width of a car door to create a safe space for bikers, and especially to prevent bikers from getting side swiped or 'doored'. It is NOT SAFE for children and older adults to bike on the roadway with cars, with only a tiny plastic hump separating the lanes. If you are going to do this, do it right: make it SAFE for people to bike.	0	4
2b Sheddon Street, Islington	To increase the use of the bike path on Hunter Street, it would be great to have a bike path that continued down Maitland Road (or parallel roads) to Islington and Mayfield. Currently there are no ways into the city except for Industrial Drive where the bike path is dangerous as it is in the gutter and not separated with a concrete barrier.	0	4

Geo address	Cycling Improvement	Down vote	Up vote
	Please extend the Hunter Street bike path down Maitland Road with a separated bike path with a concrete barrier		
956 Station Street, Newcastle West	Paint the cycleway with green paint where the driveway crossings will occur, this section is one of the few sections not proposed to be painted on the plans where a conflict will occur.	0	4
2 Bellevue Street, Newcastle West	is it possible to link this cycleway with the cycleway along Honeysuckle to the CYC?	0	2
809 Hunter Street, Newcastle West	Signage for cars turning left onto Tudor Street to alert driver that they are crossing a bike lane.	0	2
110 Maitland Road, Hamilton	Looking at the design there is no physical barrier between the bike lane and traffic over this bridge. It seems strange that this is not deemed necessary here especially given the curve of the road and possibility of cars drifting into the cycle lane. The only reason given is to allow for breakdowns. This is not a suitable reason to remove the protection that a physical barrier provides cyclists. I don't even understand why it is okay that a broken-down car should be placed in the bike lane, but given the unlikelihood of this happening why remove the protection for cyclists.	0	2
14 Maitland Road, Islington	A demarcated area for businesses to place garbage bins. The current cycleway in Hunter Street often has bins placed in the bike lane.	0	2
744 Hunter Street, Newcastle West	can we please include the provision for a right turn from National Park Street to go east on Hunter Street?	0	1
707 Hunter Street, Newcastle West	For all corners where Hunter Street allows a car turn left into a cross street like here at National Park Street. A small traffic island to protect bike riders from cars cutting the corner.	0	1
110 Maitland Road, Wickham	Cars often (unintentionally) cut the corner here, veering into the cycle lane which is very dangerous for cyclists. Hopefully the separated cycle lane will prevent turning vehicles from encroaching on the cycle lane normally, while still allowing emergency use around broken down vehicles.	0	1
813a Skelton Street, Newcastle West	Great idea, as soon as possible please and extension east from Worth Pl. On another point, high speed E motorbikes are becoming a serious issue along the waterfront. There is going to be a serious accident if they are not stopped.	0	1
699 Hunter Street, Newcastle West	There is a difficulty alighting to and from Bellevue Street from Hunter. When travelling to Bellevue it is not clear whether it is best to stop and wait for the pedestrian green (blocking bike path) or to attempt to move to the inside traffic line to turn across traffic (dangerous / difficult). When waiting to turn from Bellevue onto Hunter path you have to wait for green light however bikes don't seem to be activating the induction coil?	0	0
24 Maitland Road, Islington	Look forward to it - especially where the car lanes split before the turn into Albert St on the corner of Maitland rd. I'll be stoked if you can fix the Hunter St city where cars and lanes are meant to share - that is a royal stuff up	0	0

Geo address	Cycling Improvement	Down vote	Up vote
Salvos Store, 900 Hunter St, Newcastle	Can we have a shared footpath here while the cycleway is being built.	0	0
2-18 Stewart Avenue, Newcastle West	It is great to have a bike lane that connects with the interchange! Enlarging the Stewart Av bike lane towards the station would make the connection even better. The bike lane in that direction is extremely narrow.	0	0
12 Stewart Avenue, Newcastle West	This keeps getting deleted - last attempt. Fix the split driving car lane and allow bikes to have safer accessing of Albert and Maitland Rd and car Pacific Hwy	0	0

Geo Address	Traffic Calming	Down vote	Up vote
1 Selma Street, Newcastle West	Right turn into Hunter St (Maitland Rd) from Selma St is almost impossible at present with limited reaction time to vehicles heading west along Maitland Rd. Proposed new arrangement will not provide suitable storage for vehicles turning right. Need to retain seagull arrangement.	0	5
1 Selma Street, Newcastle West	Tricky intersection turning right from Selma into Hunter. Cars from east come through fast around bend. Concern with mixed (slow bike/fast car) for turning drivers in Selma. Can the turning shelter on the east bound lane be made more prominent/protected.	0	3
6 Wood Street, Newcastle West	Proposed lane marking arrangement doesn't provide enough warning for west bound vehicles entry. There is no warning that left lane is only for buses!!!! Line marking should indicate a merge into the right lane and only buses permitted to stay in left.	0	2
735 Hunter Street, Newcastle West	Dangerous driving (burnouts etc) continuing to occur regularly along West end of Hunter Street on nights and weekends.	0	0
30-38 Maitland Road, Islington	The few parking spaces here are being removed. Which I don't think will be a major issue. However, do you need the long merge lane? Could you move the bus stop closer to the lights and leave some parking on the north side of Maitland Road?	0	0
12 Stewart Avenue, Newcastle West	Kerb/Separator should be extended after the pedestrian crossing to protect bike lane users from left turning cars.	0	0
6 Wood Street, Newcastle West	As others have noted, the line marking here is a little unclear. I'd propose extending the bus lane all the way back to the bus stop, so the westbound lane merge for general traffic is immediately after Stewart Ave, but before the bus stop. I believe the law allows the use of a bus lane for 100m in order to turn into a street, so the left turn into Wood would not be affected.	0	0

Geo Address	Walking Improvement/Access to Properties	Down vote	Up vote
110 Maitland Road, Newcastle West	It's almost impossible to cross Hunter Street at this location. There's actually no safe place to cross Hunter Street between Albert Street and Tudor Street	0	10
1 Selma Street, Newcastle West	This intersection is just terrible for pedestrians at the moment. Also terrible for cars.	0	2
110 Maitland Road, Wickham	Sharing the footpath with cyclists at this bridge is difficult. Could an alternative walking/cycling bridge route be created to the east of the car bridge? It could be created in such a way that it avoids the Selma St intersection. It would be good to be able to cross to the Cathedral/Catholic Schools office without having to walk all the way down to the lights at Tudor Street & turn back.	0	1
8 Maitland Road, Islington	Consider an eastern exit for Hamilton station to connect with the cycleway, and provide connectivity between the station and buses on Newcastle Road, Maitland Road.	0	1

Geo address	General Comments	Down vote	Up vote
770 Hunter Street, Newcastle West	Really supportive of this connection and cycleway. It is quite scary riding along Hunter Street once you leave the existing temporary cycleway in Hunter Street. I currently use Beresford Lane and footpaths and avoid on road to get to Islington. The cycleway will be well used I think.	0	15
796-802 Hunter Street, Newcastle West	<p>This is excellent! Newcastle could greatly benefit from expanding its network of cycleways, especially connecting with the UON city campus. Some noteworthy ideas I've observed in other cities include giving priority to bike traffic at stoplights, similar to how pedestrians have the right of way at crosswalks for cars turning left. This would enable cyclists to turn left if necessary or proceed ahead of cars making left turns, this would require the addition of a dedicated bike traffic light to the stoplight. This practice is currently implemented in Sydney and Melbourne.</p> <p>I also suggest considering the placement of signage at bus stops to encourage people not to stand in the middle of the platform while waiting for the bus. Additionally, it's important to prevent waste bins from obstructing bike lanes, as they are often left there, which can compel cyclists to use the road due to hazards in the bike lanes. Overall excellent work looking forward to this one!</p>	0	13
110 Maitland Road, Newcastle West	<p>Hi another comment about this intersection.</p> <p>I was reading a paper related to bicycle safety at roundabouts. This article from the Australasian College of road safety (At the bottom) provides safe roundabout design suggestions to minimise conflict points. The primary suggestion is that bicycles are merged onto the primary path through the roundabout on approach, meaning the same as the cars, to avoid conflicts. Also, the shape of Entry and Exits of the roundabout to lower speeds (Radial, non-flared entries). Without this the statistics of bicycle crashes with cars is quite high.</p> <p>I wonder if a roundabout in this location, designed appropriately, may work for a few reasons, addressing a couple of the concerns already listed here.</p>	0	12

Geo address	General Comments	Down vote	Up vote
	<ul style="list-style-type: none"> - Slow cars down that whip over the train line. - Give bikes riding east the opportunity to turn right into Selma, which would be difficult from a left hand outside bike lane. - Allow cars greater opportunity turning right out of, and right into, Selma St. - Having a median on the east side of the intersection for pedestrians to cross with slower traffic. - Allow bikes coming from Hamilton station (south side) or Hamilton south way a greater opportunity to get over Hunter St at the slower intersection. <p>As long as traffic lights aren't put in of course. :)</p>		
46 Maitland Road, Islington	A general comment to say I love these cycling improvements. As an individual rider I would not always feel comfortable riding on road with traffic, but at the moment I typically ride with my small kids which requires further scrutiny of safe paths. These cycling improvements are game changers! I'm looking forward to Mayfield being connected along Maitland Rd at some point, to enjoy and feel safe accessing the city on bike. We regularly use the shared path from Carrington into Newcastle beach and out to Islington. Great work on all the work!	0	11
1 Selma Street, Newcastle West	Unclear if within project scope - connect the R5 Regional Route Donald St shared path to Hunter St. Short missing link that is needed to optimise uptake of the Hunter St upgrade.	0	10
110 Maitland Road, Wickham	A one-way road, cycleway and footpath so should connect Maitland Rd to Wickham, between the park and the rail line.	0	9
984a Hunter Street, Newcastle West	It is imperative that Railway Lane is connected westward with Islington, through Wickham parklands. A pathway from TAFE through to the Marina would connect other infrastructure, and be a safe alternative to riding on roadways or footpaths	0	6
1 Selma Street, Newcastle West	This is a hazardous intersection for cars turning right out of Selma St onto Hunter St to head east. As part of the Stage 2 extension consideration should be given to making this a left turn only. There are other much safer alternatives for cars wanting to head east along Hunter St.	1	5
880 Store Lane, Newcastle West	INTERCHANGE: needs a secure bike storage facility of reasonable size	0	5
13 Denison Street, Newcastle West	<p>the loss of this right-hand turn is significant, it is the last opportunity to turn right from eastbound Maitland Rd/Hunter St before it shrinks to one lane given the loss of right hand turn into Wood St & Stuart Ave over time. Whilst it appears as a bit of a rat run shifting traffic onto King St it in effect takes some load off the heavily congested Steel St right hand turn between Hunter/King St.</p> <p>Looking at the presented drawings it appears there should be opportunity for some careful design to still allow this right-hand turn.</p>	2	2
Cooper Street, Newcastle West	Important that INTERCHANGE becomes the stop for ALL busses. Less than 1 minute to stop, drop off, pick up, and drive through. Having busses stop nearby is messy, and defeats the purpose of the interchange concept: busses, light rail, trains, and nearby (hopefully) ferry.	0	3

Geo address	General Comments	Down vote	Up vote
12 Stewart Avenue, Newcastle West	How will the cycle lanes be managed at this intersection? As a general comment, I find it annoying when cycle ways are introduced, which attempt to change the route we might normally ride as a bicycle road user. For instance, at intersections such as this, some cycle lanes will veer onto the footpath, effectively turning cyclists into pedestrians until the lane resumes again on the road after the intersection. It seems to happen at roundabouts also. I am a road user who often rides a bike. I don't want to cross intersections with pedestrians. I want to stay on the road and hope that the cycle lane introduced here can accommodate that.	0	3
Cooper Street, Newcastle West	It would be better if the permanent eastbound bus stop was shifted to the east to be closer to the shared plaza that enables a quick interchange to the station. Having it opposite Wood Street means a longer walk around the new Store buildings to connect to the light rail.	1	1
756 Hunter Street, Newcastle West	Very happy this is being proposed and super supportive of it proceeding. I ride the hunter street cycleway daily with my child (seated on my bike) and when the cycle way ends at bank corner it becomes increasingly stressful and dangerous to remain on the road without a cycle lane. Also an issue is that vehicles can't see or are not expecting you at the junction of National Park St and Hunter Street and pull out. Have had many near misses here either using the road or trying to use the pedestrian crossing. Other issues to raise are the bins, glass on the path and people at bus stops standing on the path. Besides these small but inconvenient issues it is a really good link. Thanks, and keep up the expansion of cycle infrastructure.	0	2
2b Sheddon Street, Islington	Cyclists need to be able to easily and safely join and exit the Hunter St cycleway at these traffic lights. If cyclists can turn left and in particular right at this intersection, they will be able to get to where they need to go, if not the cycleway will not reach its full potential. This is crucial for those cycling to and from the north and northwest. Those cycling from/to the direction of the Callaghan University campus/Waratah will either come along Upfold/Scholey/Chinchen/Fern/Ivy, or they may cycle through Newcastle TAFE/Islington Park and then onto Sneddon St. Those going to/from Islington/Maryville/Tighes Hill will be using Sneddon St; how will they safely cross the lights to join/exit the cycleway? They need, in particular, to have a safe way to turn right from the Hunter St cycleway onto Sneddon St. Does the light stay green long enough for someone, preferably multiple bikes at a time, to pedal across the wide intersection from/to Sneddon? Bikes do not accelerate as quickly as cars do and drivers are often taken by surprise by this and thus inadvertently apply pressure to the cyclist when the light turns green. Those going to/from Chinchen St or Fern St will be using Ivy St; how will they safely join/exit the cycleway? It would be great if cyclists could safely turn right from Ivy St onto Hunter St.	0	2

Geo address	General Comments	Down vote	Up vote
12 Stewart Avenue, Newcastle West	<p>How will the cycle lanes be managed at this intersection? As a general comment, I find it annoying when cycle ways are introduced, which attempt to change the route we might normally ride as a bicycle road user. For instance, at intersections such as this, some cycle lanes will veer onto the footpath, effectively turning cyclists into pedestrians until the lane resumes again on the road after the intersection. It seems to happen at roundabouts also. I am a road user who often rides a bike. I don't want to cross intersections with pedestrians. I want to stay on the road and hope that the cycle lane introduced here can accommodate that.</p>	0	3
	<p>I don't have the solution. Ideally, cyclists would be able to turn right at these lights will still separate by cars, for example if the lights had a bike-only right-turn signal.</p> <p>Could two-step right turns be an option for cyclists, whereby they go straight and then straight, traversing two sides of the intersection's square? I have experienced this in London and they have signs that say "Right Turn in Two Stages" along with a drawing of intersection and a line showing what the cyclist's trajectory would be.</p> <p>Another idea for consideration is to have bike boxes at the front of queues at the lights.</p> <p>These allow cyclists to filter ahead of the queue and place themselves where all the drivers can see them. The cyclist is now in control and can line themselves up to safely make the left or right turn or to go straight on.</p> <p>Filtering on a bike to the front of the queue of cars at lights is something only a minority of people would feel comfortable with. It is also something that the people of Newcastle, when driving, would need time to get used to. However, bike boxes are perhaps a cheap and quick, possibly temporary, option if there are not the time/resources to immediately do anything else. I have used them in other cities, e.g., London, and have seen them make traffic lights safer for cyclists and drivers.</p> <p>Cyclists must be able to safely make turns at these traffic lights into the side streets if they are to use the Hunter St cycleway.</p>		
117 Albert Street, Islington	<p>Great to see some cogs finally turning with some consideration for safe, healthy, active transport in Newcastle.</p> <p>We seriously need to get this city more connected and encourage safe active transport for people of all ages and abilities.</p> <p>Wickham Park and the east end of Albert St need some consideration ASAP too. It's currently very isolated compared to other areas. A bridge or other safe crossing alternative at or near the roundabout at Albert/Hannell/Cowper would instantly connect Wickham to Honeysuckle and the city.</p> <p>Newcastle Interchange has great potential, but it needs to be much better connected and resourced before people start using it properly (bike lanes to and from, parking, lockers, change rooms, bike service area, etc.)</p>	0	1

Geo address	General Comments	Down vote	Up vote
12 Stewart Avenue, Newcastle West	How will the cycle lanes be managed at this intersection? As a general comment, I find it annoying when cycle ways are introduced, which attempt to change the route we might normally ride as a bicycle road user. For instance, at intersections such as this, some cycle lanes will veer onto the footpath, effectively turning cyclists into pedestrians until the lane resumes again on the road after the intersection. It seems to happen at roundabouts also. I am a road user who often rides a bike. I don't want to cross intersections with pedestrians. I want to stay on the road and hope that the cycle lane introduced here can accommodate that.	0	3
30-38 Maitland Road, Islington	Traffic banks up behind cars turning right onto Albert Street. Will the left lane be long enough to overcome this?	0	1
1 Selma Street, Newcastle West	Getting this intersection right will be a real challenge. It would be really amazing if this intersection could link onto the path that heads west along Donald St. It would be a good link up into Broadmeadow and Hamilton North.	0	1
12 Stewart Avenue, Newcastle West	I find the right turning lanes on the existing cycleway confusing and dangerous. I'm not sure who has right of way and when I am allowed to make the turn. Generally, I avoid using them as I have had experiences when right turning cars and buses have nearly hit me when I have attempted to use them. It would be good if their use could be better explained or regulated. On a high traffic intersection such as this one I think better solutions should be available.	0	1
854 Hunter Street, Newcastle West	This location for the new bus stop is excellent.	0	0
110 Maitland Road, Newcastle West	<p>This is great to have a bike lane to provide safer way to use bicycle for ALL but this intersection is not safe (unless there no car on the road):</p> <ul style="list-style-type: none"> - There is no way to turn right when coming from the bridge - 3 lanes need to be crossed and it may require to dismount while waiting to cross. - There are 3 lanes that can cross the future bike lane on southern part of the road - The intersection is very large (~30m) on southern part - It will increase the feeling of not being safe - The road's speed remains high. - Due to the large turning angle, cars will not slow down when turning left. Instead, they will tend to speed up, overtake, and turn left just before the bike. This is dangerous and it happens a lot. <p>In the current intersection implementation, there are often cars queuing on Maitland Rd waiting for the Selma St light to turn green. These cars are stopped at the location of the future bike lane. How can we prevent conflicts at that point?</p> <p>With all those comments, I have the feeling that this design won't provide enough safety for (new and inexperienced) bike users and probably increase conflicts with cars. Moreover, it does not improve connectivity with other existing and future routes.</p> <p>The design needs to be reviewed with more safety and better connections.</p>	0	0
789-791 Store Lane,	Line Marking in this location will result in poor safety outcomes. The kerbside lane should be merged across to the other lane to open the bus only lane to avoid squeeze out incidents where a car ignores the	0	0

Geo address	General Comments	Down vote	Up vote
12 Stewart Avenue, Newcastle West	How will the cycle lanes be managed at this intersection? As a general comment, I find it annoying when cycle ways are introduced, which attempt to change the route we might normally ride as a bicycle road user. For instance, at intersections such as this, some cycle lanes will veer onto the footpath, effectively turning cyclists into pedestrians until the lane resumes again on the road after the intersection. It seems to happen at roundabouts also. I am a road user who often rides a bike. I don't want to cross intersections with pedestrians. I want to stay on the road and hope that the cycle lane introduced here can accommodate that.	0	3
Newcastle West	bus only lane and subsequently has nowhere to go on the western side of the intersection.		



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Summary of exhibition submissions Hunter St - Stage 2 - Trial Cycleway

(Exhibition held from 11 October to 8 November 2023)

A total of 281 submissions were received.

Summary of responses to short-answer questions

Summarised Submission Issues – Short Answer Questions

Questions posed			
	Yes	Yes, with changes	No
Do you support the separated cycleway along Hunter Street between National Park Street and Ivy Street?	211 (75%)	42 (15%)	28 (10%)

Summarised Submission Issues – Written Submissions supporting the cycleway

Submission Issue	Submitted Solutions (by community)	City of Newcastle Comments
Garbage bins obstructing cycle lane <ul style="list-style-type: none"> Garbage bins being left in cycle lane by both proprietors and collectors. 	<ul style="list-style-type: none"> Educate business owners and landowners not to place garbage bins in cycleway. Educate garbage collectors not to leave empty bins in cycleway Demarcate a spot on the footpath or parking lane 	<ul style="list-style-type: none"> Internal stakeholder engagement required with CN Waste teams to ensure serviceability can be maintained and ensure access to bins Engagement required with adjoining owners/businesses about correct placement of garbage bins. Consider providing pavement markings to demarcate the appropriate location for garbage bins to be placed
Concerns with left hand turns at signalised intersections. <ul style="list-style-type: none"> Motor vehicles turning left cut in front of cyclists continuing straight through the intersection. 	<ul style="list-style-type: none"> Requests kerb blisters/island at kerb return Signage advising motorists to look for and give way to cyclists 	<ul style="list-style-type: none"> Current arrangement is relevant to what is achievable under the trial conditions of these works and is in general accordance with the current Cycleway Design Toolbox.

Submission Issue	Submitted Solutions (by community)	City of Newcastle Comments
	<ul style="list-style-type: none"> • Pavement markings that bring greater awareness/visibility of cyclists to motorists • Separate phasing of signals to give cyclists are head start • Place left turn lane on left side of cycle lane 	<ul style="list-style-type: none"> • Under the Road Rules 2014, if the marked cycle lane does not continue across the intersection, then it seems that Regulation 141 (2) applies, which states that: <i>The rider of a bicycle must not ride past, or overtake, to the left of a vehicle that is turning left and is giving a left change of direction signal.</i> • During detailed design, additional signage and/or pavement markings to bring greater awareness of and to clarify priority of cyclists crossing the path of a left turning vehicle will be investigated. • Improving sight distance between left turn motorists and straight through cyclists will be further investigated during detailed design. This will preclude using kerb blisters to provide a protected turn, which is another type of intersection treatment altogether requiring major intersection upgrades. • It is not possible to provide separate phasing for cyclists with this treatment. • Placing the left turn lane on the left side of the cycle lane would preclude providing a separated cycle lane altogether.
<p>Concerns with the Selma Street intersection</p> <ul style="list-style-type: none"> • Approach speeds on Hunter Street • Poor sight distance for right turns from Selma Street to Hunter Street 	<ul style="list-style-type: none"> • Roundabout • Retain seagull intersection treatment • Change to a left turn only from Selma Street on to Hunter Street • Off-road cycleway at Selma Street 	<ul style="list-style-type: none"> • A major upgrade of this intersection is out of scope of this project. • Approach speeds are being addressed by a proposed speed limit reduction (with TfNSW). • To the east of Selma Street vehicles will no longer be travelling in the kerbside lane, which

Submission Issue	Submitted Solutions (by community)	City of Newcastle Comments
<ul style="list-style-type: none"> • Reduction to one travel lane will cause congestion • A combined cycle-pedestrian crossing on Hunter Street near Selma Street is required 		<p>will improve visibility for right turns out of Selma Street into Hunter Street.</p> <ul style="list-style-type: none"> • Whilst the proposed cycleway remains unidirectional, a pedestrian crossing on Hunter Street remains out of scope. If design considerations at the overbridge require a move to a bi-directional or shared path option west of Selma Street, then this would require a combined pedestrian-cycle crossing at this location. • Furthermore, it is anticipated that the Donald Street shared path connection (see below) may include a Hunter Street crossing. • Traffic studies have been undertaken that support the removal of the seagull type intersection treatment.
<p>Maintenance</p> <ul style="list-style-type: none"> • Leaf litter, branches, rubbish, broken glass in cycle lane is a hazard for cyclists and blocks drainage pits 	<ul style="list-style-type: none"> • Increased routine street cleaning 	<ul style="list-style-type: none"> • We will make investigations with CN maintenance crews as to how better manage the routine cleaning of the cycleway
<p>Concerns with the Stage 1 bus stop treatment, which treats the boarding pad as a shared path</p> <ul style="list-style-type: none"> • Water ponding at ramps on to boarding pad • Passengers waiting on the cycle pathway across the boarding pad • Passengers walking in front of cyclists 	<ul style="list-style-type: none"> • Separate cyclists and passengers • Signage advising passengers to stand clear unless boarding • Reroute cycle lane around the back of the bus stop (i.e. bus stop would be an island) 	<ul style="list-style-type: none"> • Rerouting the cycleway behind the bus stop is problematic due to site constraints (e.g. power/light poles, trees, etc.). To do this would require going to a 'stop in traffic lane' approach for buses. • During detailed design we will investigate improving the pavement marking and signage at bus stops. • Option to separate cycle provision through a green cycle lane with zebra crossings at the bus door locations will be reviewed.

Submission Issue	Submitted Solutions (by community)	City of Newcastle Comments
<p>Concerns with cycle lane and parking lane interaction</p> <ul style="list-style-type: none"> • Problems with car passengers and pedestrians crossing cycle lane without looking, as well as waiting and not moving. • Problems with car passengers being able to safely access their car to load/unload, in particular wheelchair users 	<ul style="list-style-type: none"> • Don't have cycleway between kerb and parked cars • Remove parking lanes altogether 	<ul style="list-style-type: none"> • Separated cycle lanes are the preferred and safer option for most cyclists rather than cycling between parked vehicles and moving vehicles. For on-road cycleways this requires either placing the cycle lane between the kerb and parking lane or having no parking lane. Placing the cycle lane between the kerb and parking lane balances the needs of cyclists and parking demands under the trial scenario proposed. • Pedestrian interactions should only be intermittent as they cross the cycleway to cross the road or access parked cars. These interactions should improve over time as people become accustomed to the arrangement.
<p>Better separation</p> <ul style="list-style-type: none"> • Provide better separation from parked cars for opened doors, car passengers loading/unloading • Provide better separation from travelling lane that cannot be driven over 	<ul style="list-style-type: none"> • Wider separation • Concrete separators (not plastic) • Shared path / off road cycleway • Cycle lane should be at a different height to road lanes (i.e. raised) 	<ul style="list-style-type: none"> • The width of separation between the cycleway and parking lane is generally 1m wide, which is in accordance with <i>Austroads Part 6A</i> and the <i>Cycleway Design Toolbox</i>. • Detailed design will assess how to best place the separators to enforce this buffer. • If the trial is successful, more permanent infrastructure and upgrade the separators will be considered in line with the West End PDP.
<p>Donald Street connectivity</p> <ul style="list-style-type: none"> • Lack of connection to the Donald Street shared path when it is only a very short distance 	<ul style="list-style-type: none"> • Connect the Donald Street shared path to Hunter Street along Selma Street 	<ul style="list-style-type: none"> • In conjunction with this project, we are investigating how to best connect the Donald Street shared path to Hunter Street. This may be delivered as a separate project, but the Donald Steet design will be compatible with this project to ensure its viability.

Submission Issue	Submitted Solutions (by community)	City of Newcastle Comments
<p>Albert Street intersection</p> <ul style="list-style-type: none"> • Greater Wickham connectivity • R6 City to University connectivity • Ivy Street connectivity • Better consideration of how cycleways end/start • Heavy queuing of traffic turning from Hunter Street into Albert Street 	<ul style="list-style-type: none"> • Better integration with Wickham Park and Albert Street • Extend to R6 City to University cycleway at Islington Park • Kerb ramps to facilitate the transitions from/to Ivy Street • Ensure that vehicles can bypass right turning vehicles at Albert Street 	<ul style="list-style-type: none"> • During the detailed design we will investigate changes to the Albert Street traffic signals to improve connectivity to Ivy Street and Sneddon Street, which are the nominated cycle routes in CN's <i>On Our Bikes 2021-2030</i> policy document.
<p>Surface condition</p> <ul style="list-style-type: none"> • General poor surface condition at specific locations • Poor backfilling of trenches dug for construction works 	<ul style="list-style-type: none"> • Resurfacing required 	<ul style="list-style-type: none"> • The Stage 2 work will include resurfacing where necessary. • We will audit the Stage 1 work and identify where the surface condition is substandard and raise an internal service request.
<p>Drainage</p> <ul style="list-style-type: none"> • Poor drainage at bus stops • Frequent drainage problems fronting Sacred Heart Cathedral 	<ul style="list-style-type: none"> • No solutions offered 	<ul style="list-style-type: none"> • Drainage performance will be raised internally to determine if there are workable solutions that may be delivered prior to the installation of the cycleway.
<p>Alternate routes</p> <ul style="list-style-type: none"> • Whilst generally supportive, several submissions requested that alternate routes be investigated either in lieu of or supplementing Hunter Street 	<ul style="list-style-type: none"> • A better route would be along the north side of the railway via Wickham Park to Railway Street connecting to Honeysuckle Dr • Connect to Newcastle Interchange • A separate railway crossing to the current rail overbridge and off-road to avoid Selma Street with a pedestrian crossing to Sacred Heart Cathedral 	<ul style="list-style-type: none"> • The Wickham Park to Railway Street path along the north side of the railway is a listed project, currently under consideration. • We will investigate how to improve connectivity to the Newcastle Interchange. • A separate railway crossing and off-road cycleway near Selma Street is out of scope.
<p>National Park Street connectivity</p> <ul style="list-style-type: none"> • Problems turning right from National Park Street into Hunter Street without going on to footpath 	<ul style="list-style-type: none"> • Connect to Bellevue Street traffic signals with a bicycle lantern • Make provision for cyclist to turn right 	<ul style="list-style-type: none"> • National Park Street connectivity is a separate project currently under investigation.

Submission Issue	Submitted Solutions (by community)	City of Newcastle Comments
<ul style="list-style-type: none"> • Bellevue Street lights are not activated by bicycles 		

Summarised Submission Issues – Written Submissions NOT supporting the cycleway

Submission Issue	Submitted Solutions (by community)	City of Newcastle Comments
<p>Motor vehicles should be prioritised.</p> <ul style="list-style-type: none"> • Reducing to one lane in each direction will increase general traffic congestion, in particular at: <ul style="list-style-type: none"> ○ Entrance to car park at Newcastle Interchange where the AM queuing can be significant • Cycleway only suits a very small minority of road users at inconvenience of the majority of road users, many of whom have no option but to use a motor vehicle for a multitude of reasons • Cycleway won't reduce traffic 	<ul style="list-style-type: none"> • Don't provide a separated cycleway along Hunter Street • Remove the Stage 1 cycleway • Cyclists should either command the general travel lane or use a different route (e.g. Honeysuckle Dr, Foreshore) • Retain Selma Street seagull intersection treatment • Make it a shared path 	<ul style="list-style-type: none"> • The Hunter St cycle route is an identified route under CN's adopted Cycle Plan, and is in alignment with strategic goals under Newcastle 2040. • Greater cycling uptake requires safer roads and convenient connectivity. • Increasing active transport and prioritisation of cyclists is a local, state, and federal transport strategic goal. • This project is about balancing the needs of all road users.
<p>Underutilisation of Stage 1 cycleway</p> <ul style="list-style-type: none"> • Anecdotally seems under used • Riders still use road and footpath • What is the evidence that supports the need for this facility • Stage 1 trial proves that cyclists won't use it in sufficient numbers 	<ul style="list-style-type: none"> • Don't provide a separated cycleway along Hunter Street • Remove the Stage 1 cycleway 	<ul style="list-style-type: none"> • One of the reasons cited for not using the Stage 1 facilities is its short length and poor connectivity. Once this project is completed, there will then be safe and direct cycleway from Wickham and Islington to the city. • This type of cycleway is aimed at the 48% of cyclists who may be categorised as "Interested but concerned". More confident riders may still elect to use the road, whilst some riders will

Submission Issue	Submitted Solutions (by community)	City of Newcastle Comments
		still use the footpaths. As infrastructure becomes safer and better connected, we expect that the on-street cycleway will become the more attractive option.
<p>Not safe enough</p> <ul style="list-style-type: none"> The cheap temporary measures being implemented are not safe enough 	<ul style="list-style-type: none"> Use other routes 	<ul style="list-style-type: none"> The cycleway that is being provided will provide a better connected and safer route than what is currently available. We will monitor the performance of the cycleway and as we identify safety hotspots, we will implement upgrades at those locations.