



## **NEWCASTLE CYCLEWAYS MOVEMENT INCORPORATED**

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The Committee Manager  
Standing Committee on Public Works  
Parliament House  
Macquarie Street

Dear Sir,

As an organisation committed to improving conditions for cyclists in this region we have compiled a list of cycleways, that we believe are necessary for the growing demands of bicycle transport and a cycle based tourism industry. We are also of the opinion that current infrastructure will outlast the availability of fossil fuels suitable for transport, so the development of cycleways is a better long term investment than the construction of car ways.

### Major Off Road Cycleways;

- Complete the Fernleigh track from Adamstown to Belmont plus its important connecting links the Burma (John Darling) track and the Dudley spur line. Both of these have the capacity to provide feeder lines into the Fernleigh, safe transport for school children and to reduce car usage.
- The Wallsend to Glendale Cycleway
- The Richmond Vale Rail trail.
- The Water pipeline track from Shortland to Maitland.
- East Greta Rail trail with link to Maitland.
- A westward link from John Hunter Hospital towards Elmore vale before any further work is done on the Charlestown bypass to Jesmond.

The current construction practice to make cycleways only of steel reinforced concrete is expensive and un necessary. We have seen excellent urban off road cycleways throughout Europe constructed of compressed aggregate, allowing twice the distance for the available dollar, not to mention looking better.

### On Road Cycleways.

- The road from Newcastle to Nelsons Bay is becoming increasingly popular as part of the east coast cycling tourist route. Many visitors cycle from Melbourne of Sydney up as far as Queensland following the coast and the present road is dangerous for cyclists. The shoulder of the main road from Sandgate to Hexham needs improving for the same reason.
- There should also be cycle access at the rail underpass linking the Newcastle University with Waratah and cycle paths should be made for the now difficult and dangerous rout through Belmont and Charlestown.
- Cycleway access along the proposed Macquarie drive between Eleebana and Croudace Bay in order to complete the access from Warners bay to Valentine.



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- Improve cycling safety by repair to the road shoulder at Wheatleys Drive between the end of the F3 roundabout and Beresfield wreckers.

We also believe that infrastructure requirements should include reliable rail transport, including the line to Newcastle, that contains provision for cycles. Dual mode trips, especially with the new folding bicycles, allow a great expansion of the number of people who can use bicycles for their commute to work. All new subdivisions should contain both local and through cycleways in their design, recognising that the needs of cycle commuters and kids learning to ride are sometimes different.

yours Sincerely

Ben Ewald

Vice president (planning)