TRANSPORT

Transport team

Ben Ewald: Cyclist, Doctors for the Environment Australia

Clare Naylor: Transport for NSW

Deborah Moore: ActiveStrongerBetter

Elissa Klinkenberg: Hunter New England Health

Jacqui Hicks: City of Newcastle

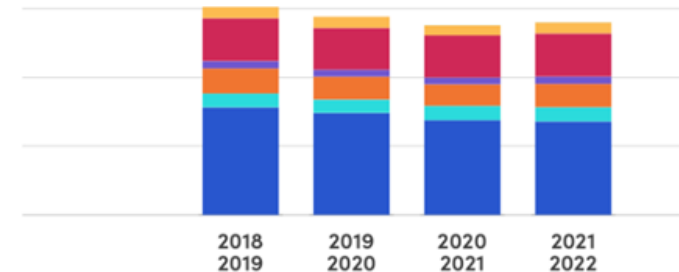**James Whelan:** Climate Action Newcastle

Jeremy Leibman: Powour

Leah Stevens: Climate Action Newcastle

Megan Sharkey: Better Streets NSW

Melanie Ball: Active Transport Council

Newcastle

2021/22 municipal emissions snapshot

Transport	Source %
On road	98%
Automotive	92%
Freight	3%
Bus	2%
Motorcycle	1%
Rail	2%
Train	2%
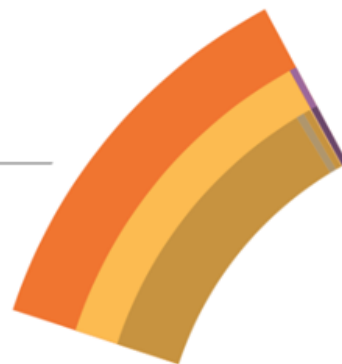
Transport emissions

340 000
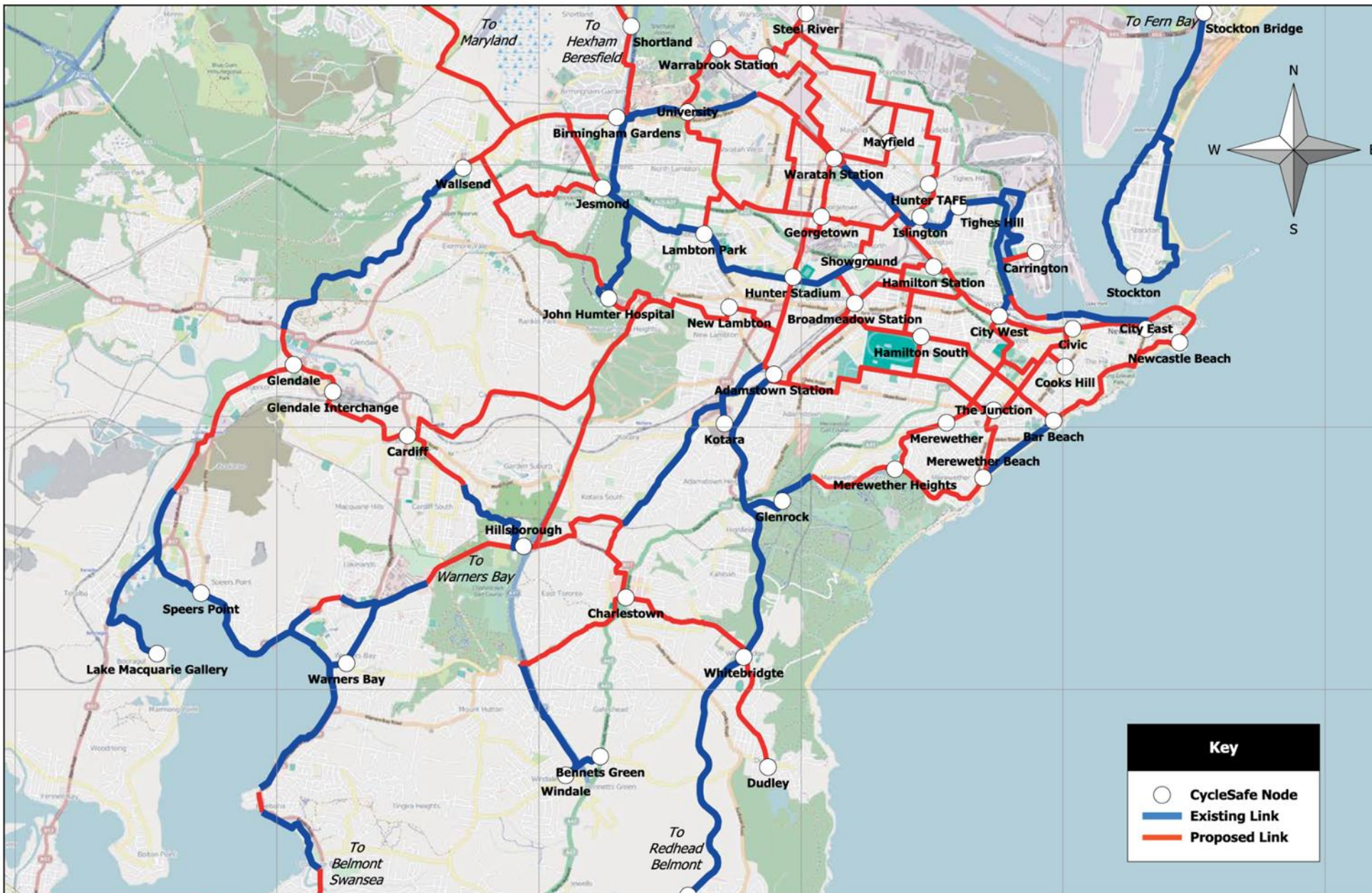
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Proposed actions to reduce emissions

1. Newcastle Cyclesafe strategy
2. Modal targets
3. Improve public transport
4. Multi-modal choices and incentives

Other ideas:

Council to install EV destination charging stations

1. Newcastle Cyclesafe network

We propose 150km of new cycleways across greater Newcastle achievable at a cost of $75 million

Proposed CycleSafe Network

To Fern Bay · Stockton Bridge

To Maryland

To Hexham Beresfield

Steel River

Shortland

Warrabrook Station

University

Birmingham Gardens

Mayfield

Wallsend

Waratah Station

Jesmond

Hunter TAFE

Georgetown · Islington · Tighes Hill

Lambton Park

Showground · Carrington

Hunter Stadium · Hamilton Station · Stockton

John Humter Hospital

New Lambton · Broadmeadow Station

City West · City East

Hamilton South · Civic · Newcastle Beach

Adamstown Station · Cooks Hill

Glendale

Glendale Interchange

Kotara · The Junction · Bar Beach

Cardiff

Merewether · Merewether Beach

Merewether Heights

Glenrock

Hillsborough

To Warners Bay

Speers Point

Charlestown

Lake Macquarie Gallery

Warners Bay

Whitebridgte

Bennets Green
Windale

Dudley

To Belmont Swansea

To Redhead Belmont

Key

- ○ CycleSafe Node
- ▬ Existing Link
- ▬ Proposed Link

newcastle cycleways movement inc. bike for a better city

Mercator
1 cm : 905.47 m
Drawn By: SR - secretary@newcastlecycleways.org.au
Printed at: 4/08/2014

Background map © OpenStreetMap contributors - www.openstreetmap.org

CycleSafe network. Exact position of links to be determined during design phase.

Treatments

OPPOSING TRAFFIC STOPS & YIELDS TO CROSSING BICYCLES

BICYCLES FREELY PASS THROUGH ISLANDS ON PAINTED LANES

CURB EXTENSIONS INCREASE PEDESTRIAN SAFETY BY REDUCING CROSSING DISTANCE

NATIVE LANDSCAPING FILTERS STORM WATER & CREATES MINI-PARK

"BIO-SWALE" INLET DIVERTS RAINWATER FROM STORM DRAINS INTO ISLANDS FOR LANDSCAPING

EXISTING PLANTING STRIP

PROPOSED CURB EXTENSION

CATALINA ST

4TH ST

BIKE BLVD

CARS MUST TURN OFF OF BIKE BLVD

PREVENTING CUT-THROUGH TRAFFIC CREATES QUIET & SAFE BICYCLE FRIENDLY STREETS

4TH ST.
BIKE BLVD

PROJECT

DRAWING

BY

4TH STREET BIKE BLVD - DRAFT CONCEPT

CATALINA ISLANDS - PERSPECTIVE

AARON KUEHN - AARLINE . INFO

Four proposed treatments:
(1) Off road cycleway

- 2.5 m minimum width, wider if walkers are expected.
- Either in the road corridor or in its own corridor.
- Away from roads has a benefit of cleaner air, and pleasant bushland settings.
- A centre line prompts users stay to the left, and identifies it as a cycleway not a footpath.

Waratah

Four proposed treatments:
(2) Bike Boulevard

- No current examples in Newcastle.
- Ultra traffic calming, to speeds below 30k/hr and volume below 500 vehicles per day
- Achieved by mid block road closures, road narrowing, one way systems.
- Opens up road space to other community uses such as gardens or playgrounds.
- Cheap to build but requires local buy in.
- Most suited to older suburbs with grid layout.

Four proposed treatments:
(3) Separated on road cycleway

- Repartition the road space to make it safe for cycling
- Improves the community value from space that would otherwise be storing unused cars.
- Needs careful intersection design
- Safest with one on each side of a road rather than a bidirectional cycleway on one side as has been done in Sydney.
- Most suited to CBD areas.
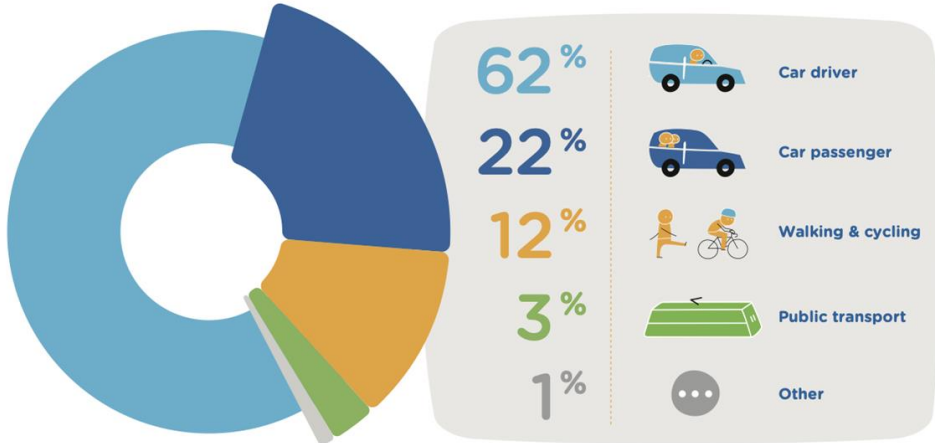
Four proposed treatments: (4) Shared footpath

- Least favoured option
- Used when there is no other way to make a connection.
- Example: Near Adamstown railway gates
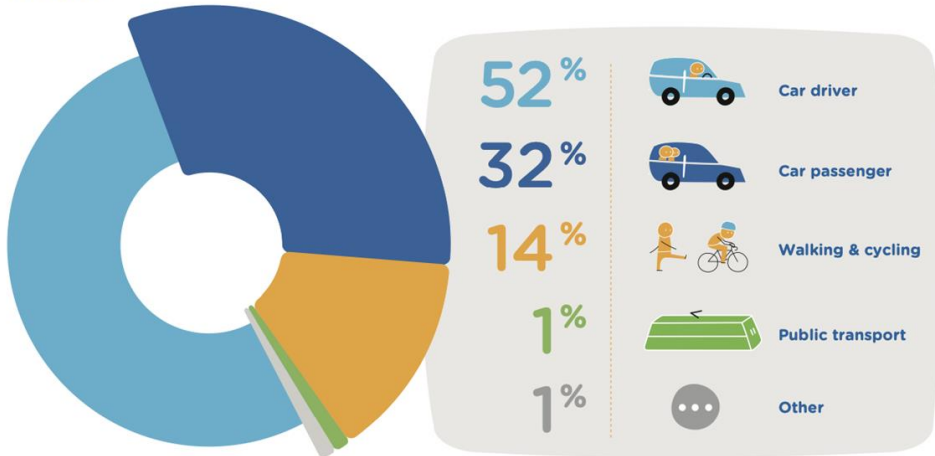- Needs multiple on road to off road ramp options.

2. Modal targets to shift to zero and low emission transport

How people travel
in Greater Newcastle

Weekday

62%	Car driver
22%	Car passenger
12%	Walking & cycling
3%	Public transport
1%	Other

Weekend

52%	Car driver
32%	Car passenger
14%	Walking & cycling
1%	Public transport
1%	Other

Source: Household Travel Survey, 5 year pooled data - 2011/12-2015/16

1% Other

1% Mode not stated

3% Public transport

4% Active

91% Private vehicle
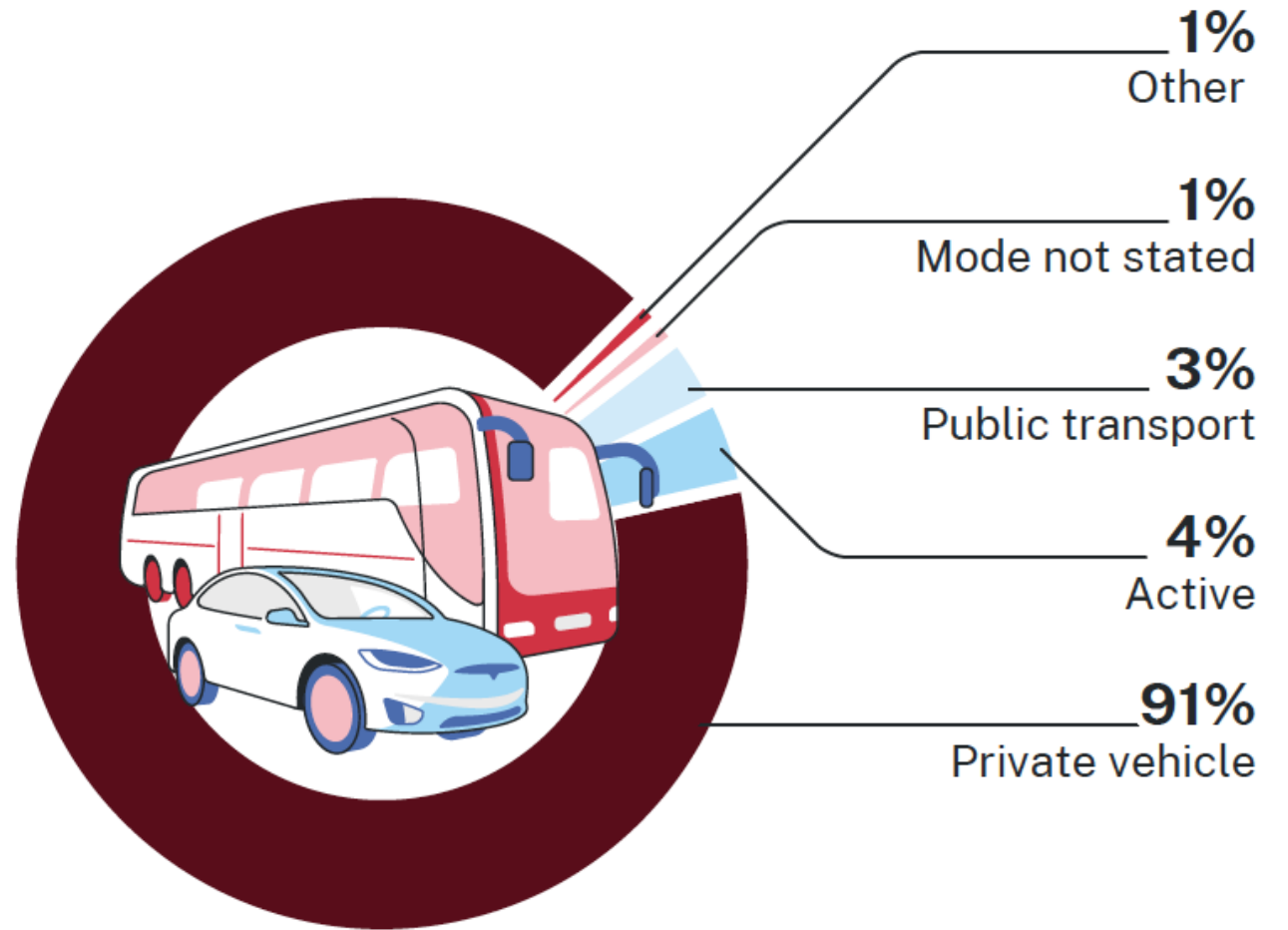
Figure 9: 2016 'Place of Work' and 'Journey-to-Work Mode Share' for the Hunter
Source: 2016 Census, Australian Bureau of Statistics

Local councils that have committed to modal targets

- City of Melbourne aims to increase public transport, walking and bike riding to 70% of all trips
- Randwick City Council aims to increase active transport to 35% by 2031 (from 26% baseline) and reduce private vehicle trips from 58% to 45%
- Auckland Council aims to increase active and public transport from 17% in 2019 to 62% in 2030

We propose a 50% modal target for active and public transport by 2035. This means **half** of all daily trips in Newcastle would be made by walking, cycling and public transport.

3. Improve public transport

Frequency, speed and connections

Benefits: reduce Greenhouse gas emissions and air pollution; improved health; strengthen community; mobility; reduced transport costs; modal shift

Tim Crakanthorp MP ✅
17m · 🌐

Breathe easy, this bus releases zero emissions!

You may have seen them out on our roads, but maybe you didn't hear them, they're a lot quieter than the average bus.

Newcastle Transport's electric buses are the first permanent electric buses in Regional and Outer Metropolitan NSW.

4. Multi-modal choices and incentives

- Transport is a 'controllable behaviour'
- Change is complex - more than paths
- Data & behavioural science a key part to challenging embedded beliefs, attitudes & subconscious triggers, AND
- Accelerating modal shift
- Every trip starts with a decision
- Using technology to embed good habits, that are also sustainable habits

Empowering the community
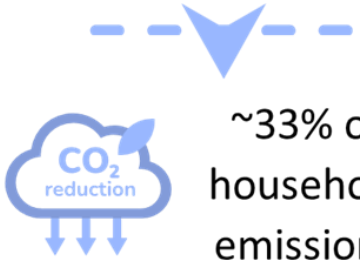
Measuring AND incentivising modal shift

Powour App

Measuring your movement is seamless

- Encourages increased active movement
- Real rewards linked to your weekly targets

Linked Benefit 'Marketplace'

Powour incentivizes sustained active movement

- Rewards directly linked to behaviour change
- Based on usage i.e. the more you use, the more you save (CO_2 & $s)

Corporate / Community Engagement Module

Corporate engagement, insights & reporting

- Empirical data, reports & insights for Scope 3 or other ESG metrics