

# Proposed Mixed Use Development 10 Dangar Street, Wickham Green Travel Plan



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Prepared for:  
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**April 2026**  
**Ref 25325**

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# 1. Background

## 1.1 Introduction

This Green Travel Plan (GTP) has been prepared on behalf of *UPG Wickham Pty Ltd*, to inform future residents, employees (staff) and visitors of the abovementioned mixed-use development of the alternative transport options available within the vicinity of the site.

This GTP has been prepared to address part of the items raised by the *Department of Planning, Housing and Infrastructure* in their letter dated 26 September 2025 to *Urban Property Group (NSW) Pty Ltd* in respect to the abovementioned development proposal (SSD-89869959), which reads:

*“A Green Travel Plan (GTP) identifying site-specific measures that promote and maximise the use of more sustainable modes of transport, such as walking, cycling, public transport, and carpooling. In particular, the GTP should demonstrate how travel demand management measures will be implemented to maximise utilisation of the Newcastle Interchange. The preparation of the GTP should align with the principles and requirements outlined in Transport for NSW’s Travel Demand Management framework ([Travel Demand Management | nsw](#)).*

The proposed development involves the construction of a new mixed-use development comprising residential apartments, hotel units, co-living rooms, and retail floor space.

The proposed development will use the basement structures and enabling works approved under DA2018/01197 (as modified). Due to the existence of a water table on the site, it is not possible to excavate additional basement levels to provide additional parking.

Off-street parking is proposed for a total of 215 cars, resulting in a shortfall of parking under the *SEPP* and *DCP* requirements.

The shortfall of parking is considered acceptable in this instance as the site is located within *Newcastle City Centre* and *Wickham Key Precinct*, directly adjoining the Newcastle Interchange Station, such that it has excellent access to services and amenities as well as public

transport options, and is ideally located to reduce reliance on private car usage and to encourage increased usage of public transport services.

As such, this Green Travel Plan (GTP) has been prepared to support the proposed development and sets out measures to promote sustainable travel choices for residents, staff and visitors of the proposed mixed-use development.

The information in this GTP can be disseminated to future residents and staff via building management, strata meetings, and to staff in employment information packs, tenancy agreements, and stall email/noticeboards.

## **1.2 Green Travel Plan Objectives**

The purpose of the Green Travel Plan is to set site-specific actions and influence the travel behaviour of the end users prior to it being occupied. A number of objectives are introduced to manage travel demands, and are listed as follows:

- Reducing dependence on private cars
- Improving pedestrian and cycling facilities
- Promoting public transport and car sharing
- Reducing congestion in the local area

This Green Travel Plan encourages the use of transport modes that have a lower environmental impact, for example sustainable transport modes including walking, cycling, public transport and better management of car use.

The use of sustainable modes of transport will provide a range of public benefits including:

- improved personal health
- improved community connectivity
- reduced traffic congestion
- reduced competition for car parking
- reduced noise and air pollution
- potential cost savings.

This Green Travel Plan therefore aims to provide a package of coordinated strategies and actions to facilitate a shift towards sustainable modes of transport and reduce private vehicle trips.

To ensure that the Green Travel Plan meets its intended objectives, it has incorporated guidelines set-out within City of Sydney Council's, '*Guide to Travel Plans*'.

From the above review, the essential elements applicable to this GTP include:

- **Site audit and data collection:** A desktop audit has been undertaken in order to identify and document the existing issues and opportunities relevant to the site and its accessibility, particularly by sustainable forms of transport. Opportunities to improve amenity, incentivise non private vehicle usage and remove barriers to the use of these sustainable transport modes are then dealt with under the site-specific measures later detailed in this report.
- **Actions:** This GTP provides a strategy to facilitate a shift towards sustainable forms of transport and reduce private vehicle travel by providing restricted car parking provision, with a large number of alternative sustainable options available.
- **Promoting and marketing:** an information/welcome package will be provided upon occupation of the residency/tenancy, with a Transport Access Guide (TAG) included, informing the end users of the available sustainable forms of transport located in the vicinity of the site.
- **Commitment of resources:** Cycling to/from the site would be promoted with secure off-street bicycle parking facilities available within the development, located in an easily accessible area. The security and caretakers of the development would inform the end users of these facilities and ensure proper maintenance of the area to encourage further use.
- **Governance Support:** The development of relationships between the Proponent and various stakeholders (such as Council and TfNSW) will assist in delivering improved transport options.

## 2. Existing Transport Planning Context

This Green Travel Plan has been prepared within the context of key NSW Government and Local Council strategic planning documents.

These documents provide the strategic direction for sustainable transport, mode shift, active travel, and integrated land-use planning across Newcastle City.

### 2.1 NSW Government Strategic Directions

A summary of NSW State Government relevant planning policies and their objectives is set out in the table below.

**Table 2.1: NSW State Government Strategic Directions**

Policy/Strategy	Key Aims/Objectives/Goals
<p><b>Greater Newcastle Metropolitan Plan 2036 (September 2018)</b></p>	<p>The Greater Newcastle Metropolitan Plan sets the strategies and actions that will drive sustainable growth areas across Cessnock City, Lake Macquarie City, Maitland City, Newcastle City and Port Stephens communities, which together make up Greater Newcastle.</p> <p>The Plan outlines for key outcomes:</p> <ul style="list-style-type: none"> <li>• Create a workforce skilled and ready for the new economy</li> <li>• Enhance environment, amenity and resilience for quality of life</li> <li>• Delivery housing close to jobs and services</li> <li>• Improve connection to jobs, services and recreation</li> </ul> <p>This Plan provides strategies and actions proposed to achieve the outcomes.</p>
<p><b>Hunter Regional Plan 2041 (December 2022)</b></p>	<p>The Hunter Regional Plan is a 20-year land use plan which aims to provide the strategic land use framework for continued economic growth and diversification in the Hunter region.</p> <p>The vision is for the Hunter Region to be the leading regional economy in Australia, where people are connected and care for Country, with a vibrant metropolitan city at its heart and sustainable 15-minute neighbourhoods.</p> <p>The regional plan will shape how the Department of Planning and Environment will collaborate with councils, local aboriginal land councils, state agencies and stakeholders on the regionally significant growth areas that will underpin our ability to meet the regional plan's vision and objectives in the shortest possible time.</p>

	<p>The Plan identifies Newcastle City Centre as the capital of the Hunter, and prioritises the revitalisation of the city centre, supporting future growth, particularly near the Newcastle Interchange.</p> <p>The site is located directly adjacent Newcastle Interchange Railway Station, which services heavy rail, light rail, and bus services. This means future residents, staff and visitors of the development can have easy access to the alternative forms of transport with a number of services located within their doorstep.</p>
<p><b>Connecting NSW Strategy (October 2025)</b></p>	<p>The connecting NSW Strategy outlines how Transport for NSW will contribute to the success and wellbeing of communities in NSW, guiding how and where Transport invests resources to make moving around NSW safe, easy, and accessible for all.</p> <p>The strategy and plans are informed by four key Transport Outcomes:</p> <ul style="list-style-type: none"> <li>• Connecting people safely and reliably</li> <li>• Communities and places are sustainable, healthy and resilient</li> <li>• Enabling a prosperous and inclusive NSW</li> <li>• Thriving people doing meaningful work</li> </ul> <p>The Connecting NSW Strategy identifies six core priorities to help guide to reaching the above outcomes:</p> <ul style="list-style-type: none"> <li>• <b>Towards Zero Trauma:</b> Aspire to eliminate deaths and serious injuries across the entire NSW transport network and ensure the safety and peace of mind of communities across NSW</li> <li>• <b>Restore Reliability &amp; Build Resilience:</b> Enhance transport access and connectivity by minimising disruptions, restoring reliability, ensuring safety and strengthening the network to keep communities and supply chains moving</li> <li>• <b>Transition to Net Zero Emissions:</b> Cut transport emissions through mode shift, EV uptake, zero-emission fleets and cleaner freight</li> <li>• <b>Reduce Transport Disadvantage:</b> Improve access and affordability for regional, outer-suburban and vulnerable communities</li> <li>• <b>Reimagine Road Space to Drive Mode Shift:</b> Shift trips from cars to public and active transport by allocating road space and improving alternatives</li> <li>• <b>Enable Whole-of-Government Outcomes:</b> Support the Government’s key priorities, including the delivery of more housing, energy transition and Closing the Gap</li> </ul>
<p><b>Active Transport Strategy 2022 (September 2025)</b></p>	<p>The purpose of the Active Transport Strategy is to outline a comprehensive plan aimed at doubling active transport trips over the next 20 years. This Active Transport Strategy draws on the Future Transport Strategy and its vision for walking, bike riding and personal mobility.</p> <p>The Active Transport Strategy aims to promote walking and bike riding as preferred modes of transport for short trips and viable options for longer trips. It focuses on enabling 15-minute neighbourhoods, delivering connected cycling networks, providing safer precincts and active travel.</p>





	<p>The site aligns with the objectives of the plan by providing bicycle parking for residents on the typical residential levels, as well as bicycle parking within the public domain.</p>
<p><b>Hunter Strategic Regional Integrated Transport Plan (October 2025)</b></p>	<p>The Hunter Strategic Regional Integrated Transport Plan sets out a 20-year vision and key transport priorities to support a growing Hunter region.</p> <p>Developed through extensive engagement, the plan identifies achievable actions to optimise the transport network and improve transport options for the region's 960,000 residents by 2041.</p> <p>The Hunter SRITP lays out a vision for a well-connected Hunter region where people can walk, ride, use public transport or private vehicles safely. It aims to support the delivery of well-located housing, a thriving diversified economy, and safe and resilient transport networks that contribute to the NSW Government's net zero emissions target.</p> <p>Key priorities include for the Hunter SRITP include:</p> <ul style="list-style-type: none"> <li>• Improving public transport connections, frequency and accessibility, especially in regional and rural areas.</li> <li>• Supporting the delivery of housing around transport hubs through Transport Oriented Development and Low and Mid-Rise Housing.</li> <li>• Enabling the transition to renewable energy by managing freight movements to renewable energy zones.</li> <li>• Improving safety across the road and waterway networks to work towards zero trauma.</li> <li>• Building resilience into the transport network to withstand natural disasters and climate change impacts.</li> <li>• Accelerating the uptake of electric vehicles and other low-emission transport options.</li> </ul> <p>The plan will be implemented through a range of short-term, medium-term initiatives and longer-term outcomes, with progress regularly reported and the plan reviewed every five years to ensure it continues to meet the region's evolving needs.</p>

## 2.2 Local Council Strategic Directions

Newcastle City Council has prepared the *Newcastle Local Strategic Planning Statement (LSPS)* and the *Newcastle 2040 Community Strategic Plan (CSP)* to establish a strategic direction to guide transport planning decision making within Council over the following years.

The LSPS implements priorities from the CSP, also well as State Government strategic directions for the Hunter region, outlined in the *Hunter Regional Plan 2036* and the *Greater Newcastle Metropolitan Plan 2036*.

The CSP outlines four key themes, each supported by a number of strategic directions, that will work together to deliver the vision for Newcastle as a place for everyone. These themes are summarised below.

 <b>1. Liveable</b> <small>SOCIAL ECONOMIC</small>	 <b>2. Sustainable</b> <small>ENVIRONMENT</small>	 <b>3. Creative</b> <small>SOCIAL ECONOMIC</small>	 <b>4. Achieving Together</b> <small>GOVERNANCE</small>
<p><b>1.1 Enriched neighbourhoods and places</b></p> <ul style="list-style-type: none"> <li>1.1.1 Create and maintain vibrant, inclusive and well-designed public spaces</li> <li>1.1.2 Promote sustainable and accessible urban design</li> <li>1.1.3 Protect and celebrate Newcastle's heritage</li> <li>1.1.4 Increase access to affordable housing</li> <li>1.1.5 Enhance and protect public safety</li> </ul> <p><b>1.2 Safe, active and linked movement across the city</b></p> <ul style="list-style-type: none"> <li>1.2.1 Develop accessible, connected cycleways and pedestrian networks</li> <li>1.2.2 Maintain safe and efficient road networks</li> <li>1.2.3 Implement effective parking strategies</li> <li>1.2.4 Strengthen active and public transport connections and services</li> </ul>	<p><b>2.1 Action on climate change</b></p> <ul style="list-style-type: none"> <li>2.1.1 Support the transition to net zero emissions</li> <li>2.1.2 Assess and share climate risks</li> <li>2.1.3 Support climate change adaptation by building resilient communities and urban and natural areas</li> </ul> <p><b>2.2 Nature-based solutions</b></p> <ul style="list-style-type: none"> <li>2.2.1 Protect and regenerate natural systems</li> <li>2.2.2 Protect and expand the urban forest</li> <li>2.2.3 Support the transition to a water-sensitive city</li> </ul> <p><b>2.3 Circular economy</b></p> <ul style="list-style-type: none"> <li>2.3.1 Design out waste and promote resource recovery and reuse</li> <li>2.3.2 Support local supply chains and sustainable procurement</li> </ul>	<p><b>3.1 Vibrant and creative city</b></p> <ul style="list-style-type: none"> <li>3.1.1 Plan, support and deliver vibrant events and programs</li> <li>3.1.2 Position Newcastle as a premier destination</li> <li>3.1.3 Foster cultural vibrancy and creativity</li> </ul> <p><b>3.2 Opportunities in jobs, learning and innovation</b></p> <ul style="list-style-type: none"> <li>3.2.1 Provide inclusive learning and employment opportunities</li> <li>3.2.2 Grow our local skills base</li> </ul> <p><b>3.3 Connected and fair communities</b></p> <ul style="list-style-type: none"> <li>3.3.1 Support strong social and cultural connections</li> <li>3.3.2 Celebrate diversity and champion inclusion</li> <li>3.3.3 Promote and support active and healthy communities</li> </ul> <p><b>3.4 City-shaping partnerships</b></p> <ul style="list-style-type: none"> <li>3.4.1 Optimise city opportunities</li> <li>3.4.2 Advocate and collaborate across government, industry, business and community</li> </ul>	<p><b>4.1 Inclusive and integrated planning</b></p> <ul style="list-style-type: none"> <li>4.1.1 Ensure financial sustainability</li> <li>4.1.2 Strengthen our integrated planning and reporting</li> <li>4.1.3 Develop a skilled and engaged workforce</li> </ul> <p><b>4.2 Trust and transparency</b></p> <ul style="list-style-type: none"> <li>4.2.1 Foster genuine community engagement</li> <li>4.2.2 Share information and celebrate success</li> <li>4.2.3 Deliver a trusted customer experience</li> </ul> <p><b>4.3 Collaborative and innovative approach</b></p> <ul style="list-style-type: none"> <li>4.3.1 Build a collaborative organisational culture</li> <li>4.3.2 Encourage innovation and continuous improvement</li> </ul>

These priorities will be delivered directly through Council led education, encouragement, enforcement and engineering initiatives, however, many of the issues and concerns facing Newcastle are complex and beyond the direct control and influence of Council, such as public transport, health, education, housing, planning and employment.

As such, Council will work with various stakeholders and partners, including other levels of government and their affiliated agencies, local businesses and industry, educational institutions, community groups, and other service providers.

In this regard, the above responsibilities for the provision of transport planning in Newcastle City is shared between Council and the State Government.

The shared responsibility for transport means that in delivering the LSPS, Council has direct responsibility for some transport actions and policies, whilst in other instances it contains advocacy actions for issues beyond Council's jurisdiction.

A summary of relevant local government planning policies and their objectives are summarised in the table below.

Table 2.2: Newcastle City Council Strategic Directions

Policy/Strategy	Key Aims/Objectives/Goals
<p><b>Newcastle 2040 – Community Strategic Plan (April 2025)</b></p>	<p><i>Newcastle 2040 – Community Strategic Plan (CSP)</i> is a shared community vision, developed as a guide to inform policies and actions throughout the city for the next 10+ years. The CSP focuses on four themes that will work together to deliver the vision for Newcastle as a place for everyone. These themes are summarised below:</p> <ul style="list-style-type: none"> <li>• <b>Liveable:</b> Create vibrant, inclusive neighbourhoods supported by safe, accessible and well-connected walking, cycling and public transport networks</li> <li>• <b>Sustainable:</b> Transition to a net-zero, climate resilient city that protects natural systems and promotes sustainable resource use</li> <li>• <b>Creative:</b> Create a city full of opportunities for enjoyable experiences, economic success, innovation and celebration</li> <li>• <b>Achieving Together:</b> Strengthen collaboration, transparency, and partnerships across government, industry and community to delivery shared outcomes</li> </ul> <p>The CSP also details key priorities and objectives which will be implemented to achieve these themes.</p>
<p><b>Newcastle Local Strategic Planning Statement (September 2025)</b></p>	<p>The Newcastle LSPS establishes a unified direction for future planning and investment, aiming to create a more connected, sustainable, and resilient community.</p> <p>The LSPS implements priorities from the CSP, also well as State Government strategic directions for the Hunter region, outlined in the <i>Hunter Regional Plan 2036</i> and the <i>Greater Newcastle Metropolitan Plan 2036</i>.</p> <p>The LSPS vision is for Newcastle City to be:</p> <ul style="list-style-type: none"> <li>• An integrated and accessible transport network</li> <li>• A green city</li> <li>• A liveable city</li> <li>• A smart and innovate economy</li> </ul> <p>The LSPS outlines planning priorities to achieve the land use planning vision and informs decisions on any changes to the planning rules in the Newcastle Local Environmental Plan 2012 and the Development Control Plan. The LSPS’ transport related planning priorities are summarised as follows:</p> <ul style="list-style-type: none"> <li>• Prioritise active transport in our City</li> <li>• Support emerging transport opportunities and public transport improvements with continued integration of land use and transport planning</li> <li>• Protect freight movements from incompatible land uses</li> <li>• Reduce carbon emissions and resource consumption</li> <li>• Plan for growth and change in Catalyst Areas, Strategic Centres, Urban Renewal Corridors and Housing Release Areas</li> <li>• Sustainable, healthy and inclusive streets, neighbourhoods and local centres</li> </ul>

<p><b>Wickham Master Plan (November 2017) &amp; Wickham Master Plan 2021 Update (July 2022)</b></p>	<p>The Wickham Masterplan (WMP) sets the 'Vision' of how Wickham may redevelop from a post-industrial suburb at the fringe into a mixed-use urban neighbourhood supporting the emerging commercial core of the Newcastle City Centre in Newcastle West.</p> <p>The masterplan identifies strategies and actions for City of Newcastle to implement that address the opportunities and challenges identified through extensive background investigation and consultation with key stakeholders.</p> <p>The <i>Greater Newcastle Metropolitan Plan 2036 (GNMP)</i> and the <i>Newcastle Local Strategic Planning Statement (LSPS)</i>, both reinforce Wickham’s renewal through transit-oriented development, delivering new housing and providing floorspace for emerging new economy industries and businesses.</p> <p>The subject site is located in the ‘Rail edge precinct’, which provides an interface to the emerging commercial core of the Newcastle City Centre through the provision of mixed-use development. The precinct capitalises on its location adjacent to the ‘Newcastle Transport Interchange’ and the potential pedestrian trade generated by providing ground level commercial uses along Railway, Union, Wickham, and Charles Streets with neighbourhood level retail and services activating the street corners with Station Street.</p> <p>Three main objectives of the masterplan are:</p> <ul style="list-style-type: none"> <li>• Improve accessibility and connectivity within Wickham and to adjoining areas</li> <li>• Create safe, attractive and inclusive public places</li> <li>• Ensure built environment is functional, responsive and resilient</li> </ul> <p>The Masterplan was revised in 2021 to reaffirm the WMP vision for Wickham, addressing emerging challenges and opportunities to achieving implementation, and proposed further actions that facilitate ongoing urban renewal.</p>
<p><b>Wickham Community Infrastructure Plan (December 2023)</b></p>	<p>The Wickham Community Infrastructure Plan provides details on how community infrastructure is to be delivered as part of the urban renewal of Wickham.</p> <p>The purpose of this plan is to:</p> <ul style="list-style-type: none"> <li>• Explain why community infrastructure is needed to support the growth and function of Wickham as part of its urban renewal</li> <li>• Detail the community infrastructure needed to support redevelopment</li> <li>• Describe how community infrastructure can be delivered through the development process and Planning Agreements</li> <li>• Outline how the value of the community infrastructure works is calculated</li> </ul> <p>As part of the plan, a 3m wide pedestrian/cycle lane is to be provided through the southern edge of the subject site.</p>

	<p>The previously approved development (DA2022/00448) currently proposed a 3m pedestrian link on the southern edge of the subject site.</p> <p>The current proposal seeks to improve on the current approval and what is endorsed in the community infrastructure plan by providing an 11.2m wide pedestrian plaza on the southern edge of the subject site, adjacent the Newcastle Interchange Railway.</p>
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### **3. Existing Sustainable Transport**

The existing public transport services available in the vicinity of the site are illustrated on the attached Transport Access Guide.

#### **3.1 Public Transport Services**

The subject site is located within the *Newcastle City Centre* and *Wickham Key Precinct* and is within close proximity to a broad range of public transport services.

The site is located directly adjoining Newcastle Interchange Station, which is serviced by the CCN Central Coast & Newcastle Line operating between Newcastle Interchange to Central via Strathfield or Gordon, and the Hunter Line operating between Scone or Dungog to Newcastle Interchange. Trains operate out of Newcastle Interchange Station every 10-50 minutes throughout the day, although individual servicing frequencies for different train routes may vary.

Newcastle Interchange Station also services the Newcastle Light Rail operating between Newcastle Interchange to Newcastle Beach. The light rail service has high-frequency ‘turn-up-and-go’ services 7 days per week, departing approximately every 7-8 minutes in peak periods, and every 15 minutes at all other times.

Newcastle Interchange Station also forms part of the Regional Trains and Coaches Network. The Regional Trains and Coaches Network operate long-distance train services and coach services to areas not accessible by train, connecting Sydney with various regional centres across New South Wales and into neighbouring states. Newcastle Interchange Station services the 151, 153, 155, and 157 coach routes.

In addition to the rail services, a major bus interchange is available outside of Newcastle Interchange Station servicing an extensive range of bus routes, including the 11, 12, 13, 22, 23, 24, 26, 28, 47, 130, 131, 138, 140, 160, 266 and 10X bus services which operate on the Hunter Bus Network, and the 150, 151, 152 bus services which operate on the Newcastle and Hunter Network.

The location of the bus stops in the vicinity of the site are illustrated on the attached Transport Access Guide, with the typical servicing frequencies summarised in **Table 3.1** below.

In summary there are approximately 764 bus services per day traversing the road network within the vicinity of the site on weekdays, reducing to approximately 444 bus services per day on Saturdays and approximately 362 bus services per day on Sundays and Public Holidays, as set out in the table below:

**Table 3.1: Existing Bus Services**

Bus Routes and Frequencies							
Route No.	Route	Weekdays		Saturday		Sunday	
		IN	OUT	IN	OUT	IN	OUT
10X	Charlestown to Newcastle Interchange (Express Service)	9	9	0	0	0	0
11	Charlestown to Newcastle via Jesmond	64	65	32	35	30	30
12	Maryland to Merewether Beach via Wallsend and Newcastle Interchange	60	63	32	35	30	30
13	Glendale to Newcastle via Cardiff & John Hunter Hospital	61	64	31	35	30	30
22	Charlestown to Newcastle West via Merewether	19	20	14	14	12	11
23	Wallsend to Newcastle East via Lambton & Newcastle Interchange	23	22	14	14	11	12
24	Wallsend to Marketown via Mayfield	22	23	15	15	12	12
26	Wallsend to Newcastle West via Kotara & Newcastle Interchange	24	22	15	15	12	12
28	Mount Hutton to Newcastle West via Broadmeadow & Newcastle Interchange	22	21	15	14	12	12
47	Jesmond to Marketown via Warabrook	13	13	12	12	10	10
130	Fingal Bay to Newcastle via Gan Gan Rd	18	16	9	9	8	8
131	Fingal Bay to Newcastle (Express Service)	1	3	0	0	0	0
138	Newcastle Interchange to Lemon Tree Passage via Airport	1	1	0	0	0	0
140	Newcastle Interchange to Raymond Terrace	32	33	24	25	12	12
150	Taree to Newcastle Interchange via Tuncurry, Forster & Hawks Nest	2	2	1	1	1	1

151	Taree Station to Newcastle Interchange via Tuncurry & Forster	1	1	1	1	1	1
152	Hawks Nest to Newcastle	1	1	0	0	0	0
160	Cessnock to Newcastle	4	4	2	2	0	0
266	Newcastle to West Wallsend	2	2	0	0	0	0
<b>TOTAL</b>		<b>379</b>	<b>385</b>	<b>217</b>	<b>227</b>	<b>181</b>	<b>181</b>

On the above basis, it is reasonable to conclude the site has excellent connectivity to public transport and is ideally located to encourage the greater use of sustainable transport options by residents and visitors.

Bus and train timetables can be found via the Transport Info website, <https://transportnsw.info>, as well as the Newcastle Transport website, <https://newcastletransport.info/>.

### 3.2 Rideshare and Taxi Apps – Uber, DiDi, Ola, Ingogo and more

Tap to ride (Ridesharing) services is another convenient, affordable and sustainable alternative form of transport which is becoming increasingly popular with a number of competitors in Australia. Taxi companies have also released similar apps to match the convenience that ridesharing services provide.

Trips are happening around the clock and across the week, but there are certain times that are busier than others, which include the typical weekday commuter peak periods. Ridesharing services allow linked trips to occur for drivers and end-of-trip users along the same route to be booked.

Ridesharing services also allow carpooling to occur – i.e. Uber Pool – which enables booking of a ‘shared ride’ with clientele heading in the same general direction, allowing a cheaper ride service. The Pooling adds other riders as they book, so you don’t need to coordinate locations and times with people you don’t know.

### 3.3 Pedestrian Infrastructure

Walking is the most sustainable form of transport and has a significant part to play in the transport system, promoting physical activity, reducing congestion, and providing accessibility to various destinations.

The site is located within the *Newcastle City Centre* and *Wickham Key Precinct*, and has convenient access to essential shops and services, such as restaurants, cafes, bars, and supermarkets. Footpaths are generally provided on both sides of all roads in the vicinity of the site to encourage walking as an active form of transport, providing connection to key local centres and services.

In particular, sealed footpaths are provided on Station Street, Charles Street, Dangar Street, and Hannell Street, thereby providing safe means of pedestrian access to/from the site. A pedestrian zebra crossing is also provided in Station Street where it intersects with Charles Street, thereby giving pedestrian access to Newcastle Interchange Station.

Key intersections in the *Newcastle City Centre* area have signalised pedestrian crossings. This includes Hannell Street, which comprises signalised pedestrian crossings where it intersects with Honeysuckle Drive and Hunter Street.

### 3.4 Bicycle Routes

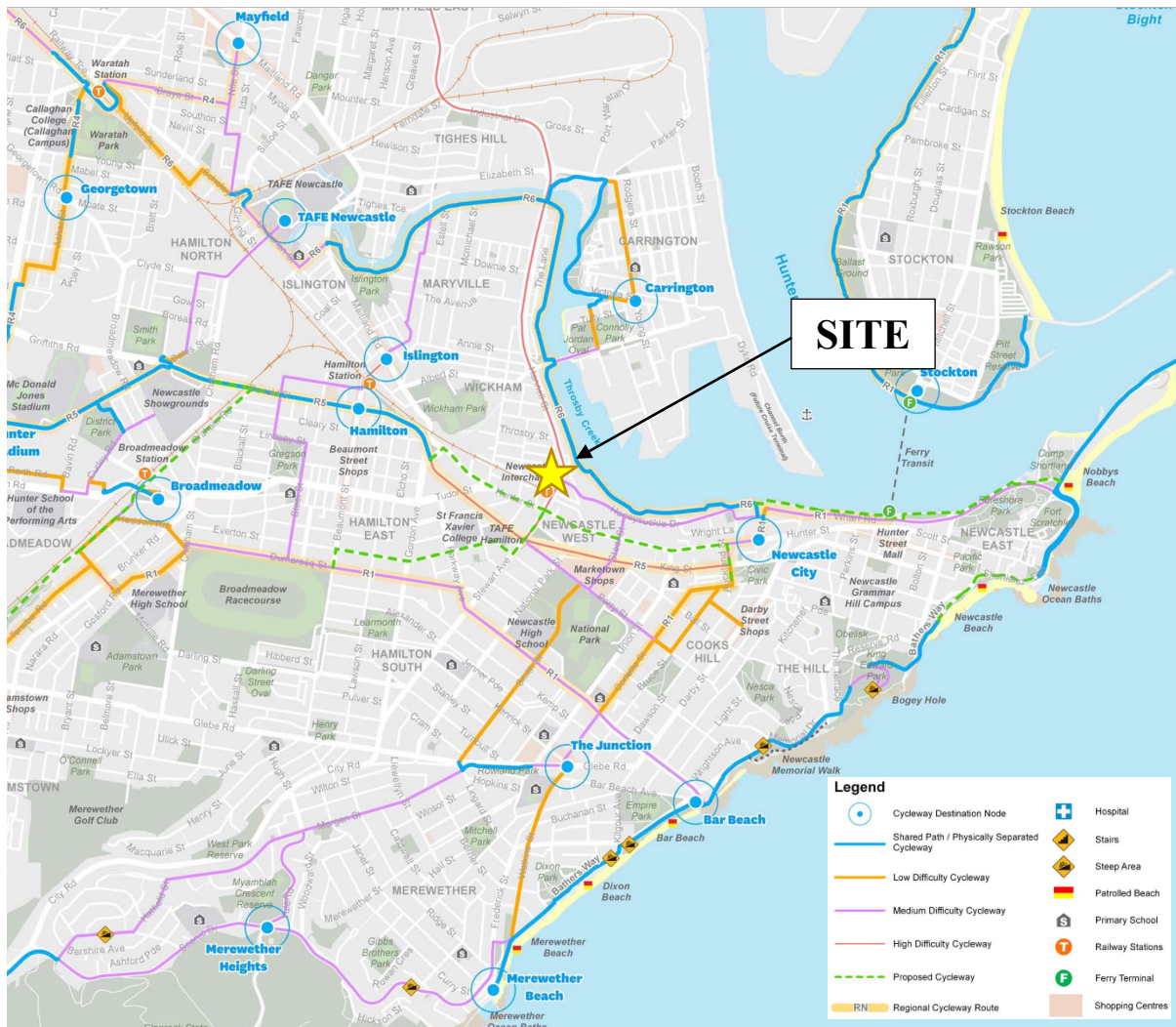
Travelling by bicycle is environmentally friendly and promotes physical activity, whilst also offering significant savings on transportation costs compared to driving. The existing & proposed cycleways in the immediate vicinity of the site is shown in **Figure 3.1** below.

Hannell Street and Honeysuckle Drive also comprise dedicated bike lanes on both sides of the road in the vicinity of the site, thereby further promoting active forms of transport as well as encouraging exercise for future occupants of the building.

The key bicycle routes linking the local area in the vicinity of the site includes the following:

- Foreshore & Throsby Creek
- Bathers Way
- Newcastle City to Belmont and Swansea
- Newcastle City to University of Newcastle
- Newcastle City to Wallsend
- Kotara South to Mayfield, Newcastle TAFE, and University of Newcastle

Figure 3.1: Newcastle Cycleways LGA Map



A Top Cycling Trails map for the local area developed by Newcastle City Council is provided in **Appendix B**.

Transport for NSW also provides an online Cycleway Finder to work out bicycling routes, and provides information such as surface material, length, width, and suburb.

The Cycleway Finder can be accessed via the following link: [Cycleway Finder](#)

There is also a smart phone app “*Bike Citizens - Bicycle GPS*” available for download, designed to help cyclists in urban areas and provides the following features:

- **Routing Profile** - the route navigation feature can adapt to suit personal needs and cyclists are able to choose between leisurely, fast or convenient route.
- **Bicycle Type** - the route navigation feature takes the cyclists type of bicycle into account. For example, if a person is riding a road bike, roads with tram tracks or cobblestones are avoided.
- **Gradient Profile** - *Bike Citizens* always highlights the route with the most suitable gradient. More or less tolerance will be allowed depending on the routing profile.
- **Surfaces** - the cycling app searches for the most suitable route in accordance with the type of bicycle that is selected and avoids surface features such as cobblestones or unsurfaced routes.
- **Offline Map Material** – once the map material has been downloaded, cyclists do not need an internet connection to use the navigation tool. This means that the phone battery will last longer and avoiding potential high roaming charges.

The *Bike Citizens* app can be downloaded via the following links:

- Link to App Store: <https://itunes.apple.com/app/bikecityguide/id517332958>
- Link to Google Play: <https://play.google.com/store/apps/details?id=org.bikecityguide>

## 4. Travel Mode Targets

### 4.1 Objectives

The following objectives are set out to achieve the vision of this Green Travel Plan to encourage a shift towards sustainable modes of transport:

- **Accessibility** – Improve access, safety, amenity and convenience of sustainable transport modes for travel to and from the site.
- **Incentives** – Provide incentives for residents/staff when they travel to work via public transport, car pool or cycle and establish a culture of active and public transport use.
- **Restrict** – Continue to limit the convenience of car access to the site to encourage other, sustainable modes of transport.

### 4.2 Existing Transport Modal Split

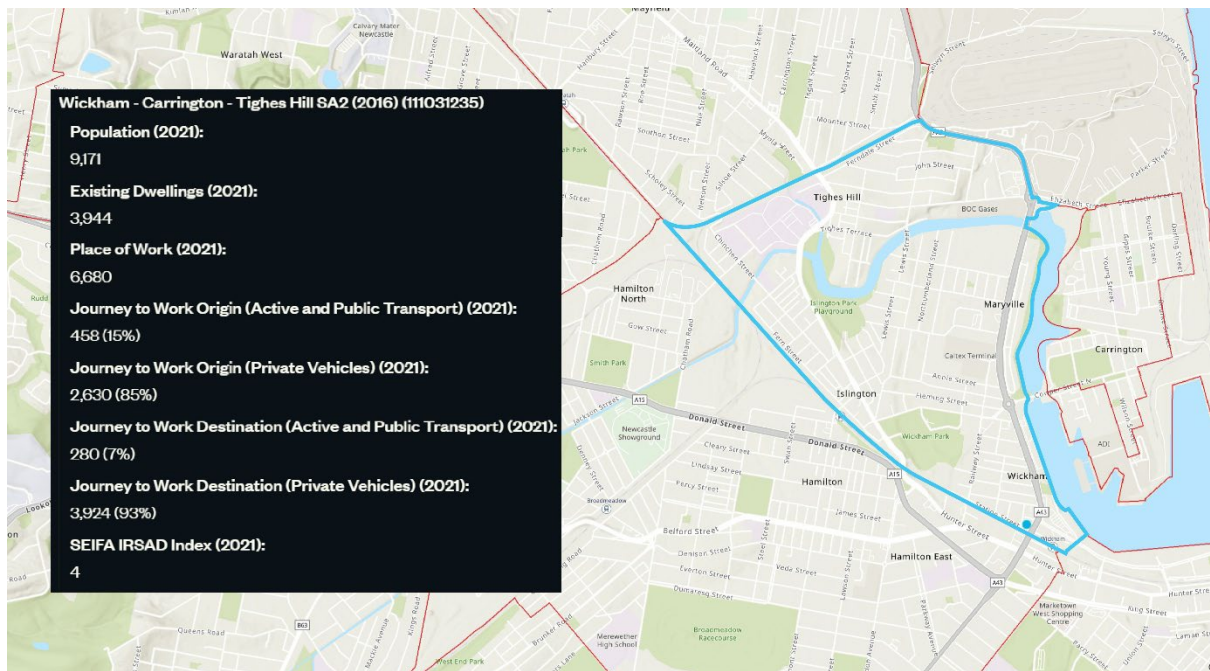
2021 Census data from Australian Bureau of Statistics (ABS) has been obtained to understand the existing method of travel to work for residents living within the Statistical Area (SA2), Wickham - Carrington – Tighes Hill.

The existing transport modal split for residents living in the SA2 area and commuters travelling to the SA2 area have been reproduced in **Figure 4.1** on the following pages.

At the time of the journey-to-work (JTW) data being collected in 2021, approximately 5,000 trip data were included in the survey for Wickham - Carrington – Tighes Hill residents living within the area, and approximately 6,000 trip data for commuters travelling to the area.

Furthermore, a breakdown of the existing transport modal split of commuters living within the SA2 area is obtained from the 2021 Census – Employment, Income and Education data from the Australian Bureau of Statistics is summarised in **Table 4.1** on the following pages.

**Figure 4.1: Summary of persons residing in and commuting to Wickham - Carrington - Tighes Hill (SA2)**



**Table 4.1: Existing Transport Modal Split (2021 Census Data)**

MODE OF TRANSPORT	Residents Residing in SA2 Area		Commuters Travelling to the SA2 Area	
	Number of Trips	% of Total Trips	Number of Trips	% of Total Trips
Vehicle Driver	2,451	53%	3,713	64%
Vehicle Passenger	127	3%	145	2%
Taxi/Ride Share	9	<1%	9	<1%
Train	37	1%	44	1%
Bus	54	1%	24	<1%
Tram/Light Rail	23	<1%	4	<1%
Ferry	4	<1%	5	<1%
Truck	23	<1%	26	<1%
Bicycle	153	3%	81	1%
Motorbike/Scooter	29	1%	40	1%
Walk Only	178	4%	113	2%
Worked at Home	1516	33%	1,591	27%
Other	17	<1%	16	<1%
<b>TOTAL</b>	<b>4,621</b>	<b>100%</b>	<b>5,811</b>	<b>100%</b>

*\*percentages have been rounded to the nearest whole number*

It is noted that the transport modal split for the site, which is located adjacent Newcastle Interchange Station, as well as close to an extensive range of bus services, would invariably have a higher rail/bus modal share than a site located on the outskirts of the SA2 area, Wickham - Carrington – Tighes Hill.

**Table 4.1** above indicates that 53% of commuters living within the SA2 area drives to work and approximately 2% utilise train/rail or bus services. Comparatively, 2021 Census Data shows that 64% of workers in the Newcastle and Lake Macquarie region drives to work and 1% utilise train/rail or bus services.

Of critical importance, it can be observed that the journey to work Census 2021 data is skewed due to the COVID-19 pandemic. Australian cities are slowly recovering from the disruption of the pandemic and its health safety impacts from the use of public transport, as can be seen in the below data.

Furthermore, the distortion of commuting patterns obtained from the 2021 Census has also resulted in an increase of the population to ‘work at home’ of approximately 33% living within the SA2 area. In this instance, the shift to working from home will be difficult to reverse, with many employees now focusing on a hybrid work model for their company.

### **4.3 Mode Share Targets**

The purpose of the Green Travel Plan is to reduce potential private vehicle trips to the site and facilitate a shift towards sustainable modes of transport.

It is pertinent that the Green Travel Plan is regularly monitored and updated to reflect the most current transport conditions to achieve its desired effect. The success of the Green Travel Plan can be measured by setting modal targets and identifying the measures or actions that have the greatest impact.

It is clear that the SA2 area currently underutilises the public transport services which are readily available within the area, particularly given the proximity of the site to these public transport services and should expect higher rail and bus usage by further discouraging driving as a mode of transport for staff, residents and visitors.

In this regard, it is noted that the proposed development is located in the *Newcastle City Centre* and *Wickham Key Precinct*, and is directly adjacent Newcastle Interchange Station, such that a large number of residents and workers are expected to utilise the train to get to work and will consequently have a *lower* car modal split.

The proposed development will also have a reduced car parking provision, with no parking provision provided for visitors of the hotel, or to residents of the co-living rooms. This is generally in accordance with the maximum car parking rates set out within the *Newcastle Development Control Plan 2023* for residential flat buildings within *Newcastle City Centre*.

It is noted that the hotel component of the development will invariably have a higher taxi/ride share transport modal split than residents living within the SA2 area, particularly given the lack of on-site parking provision for hotel guests.

In this regard, guests will be advised at the time of booking that the hotel does not provide any on-site parking. To encourage the use of sustainable transport options, hotel staff will provide guests with information on the public and alternative transportation modes available in the vicinity of the site.

The proposed development also makes provision for bicycle facilities for residents on the typical residential level, as well as bicycle parking within the public domain, which will enhance the active transport options available to future occupants of the site.

Furthermore, the proposed development makes provision of 2 car share spaces, which will enhance the alternative transport options for future occupants of the site.

On the above basis, the target modal share for the site will not favour cars as a mode of transport. The targets identified in this GTP are set out in **Table 4.2** below, which envisages a modal shift ranging between 20% to 25% towards sustainable or active transport, with a reduction in private vehicle trips.

This modal shift also accounts for the anticipated switch from remote work (at home) for residents living in/commuters travelling to the SA2 area, back into the office environment.

**Table 4.2: Target Transport Modal Split**

MODE OF TRANSPORT	Residents Residing in SA2 Area		Commuters Travelling to the SA2 Area	
	Existing Modal Split	Target Modal Split	Existing Modal Split	Target Modal Split
Vehicle Driver	53%	40% (-13%)	64%	40% (-22%)
Vehicle Passenger	3%	5% (+2%)	2%	5% (+3%)
Taxi/Ride Share	<1%	<1%	<1%	5% (+5%)
Train	1%	15% (+14%)	1%	15% (+14%)
Bus	1%	5% (+4%)	<1%	5% (+5%)
Tram/Light Rail	<1%	5% (+5%)	<1%	5% (+5%)
Ferry	<1%	<1%	<1%	<1%
Truck	<1%	<1%	<1%	<1%
Bicycle	3%	5% (+2%)	1%	3% (+2%)
Motorbike/Scooter	1%	1%	1%	1%
Walk Only	4%	10% (+6%)	2%	4% (+2%)
Worked at Home	33%	14% (-19%)	27%	17% (-9%)
Other	<1%	<1%	<1%	<1%
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

#### 4.4 Methods of Encouraging Sustainable Transport

A series of actions are recommended in this Green Travel Plan which forms the strategies and initiatives that can be implemented to achieve the desired transport modal split targets. It is pertinent to note that these actions set out in **Table 4.3** should be regularly monitored and updated as required to reflect current transport conditions.

**Table 4.3: Green Travel Plan Actions**

Strategy	Objectives	Actions	Resources
<b>1. Promoting Public Transport</b>			
1.1 Travel Pass	Encourage greater public transport usage	Consider subsidy for staff travelling via public transport, provide Opal Travel Cards to staff for any work-related travels during their shift.	Employer's Responsibility

1.2 Transport information notice board	Encourage greater public transport usage	Provision of a transport information notice board in the building foyers to assist in making residents/staff more aware of the alternative transport options available at the site.  The information to be provided includes the TAG and is to comprise detailed timetable information, estimated costs and route maps for all the bus services identified on the Transport Access Guide.	Building Management
1.3 Electronic notice board	Encourage greater public transport usage	Provision of an electronic notice board in the hotel/co-living/residential lobbies with public transport times for bus/train/light rail at the adjacent Newcastle Interchange Station to encourage public transport use.	Building Management
1.4 Flexible working (including Hybrid work) hours	Encourage greater public transport usage	Allowing staff the flexibility to commute outside peak periods and/or hybrid working conditions to reduce overall congestion and travel time.	Employer's Responsibility
1.5 Residential Travel Pass	Encourage greater public transport usage	Provide free Opal Travel Cards to residents with \$10 balance for the initial occupation of the dwellings so that residents will be encouraged to make public transport their model choice from the day they move into their new dwelling	Building Management
<b>2. Managing Car Use</b>			
2.1 Car Pooling Programmes	Encourage reduced private car usages	Establish a car-pooling program to help future residents/employees find someone to car pool with in their daily commute.	Building Management
2.2 Car Sharing	Encourage reduced private car usages	Implement an on-site car share program. 2 car share spaces are currently proposed within the basement	Building Management
2.3 Online Meetings (i.e. Zoom or Teams /conferences) and Working from home	Encourage reduced need to travel to work for a meeting and private car usages	Allowing staff, the flexibility to work from home and hold meetings at home to reduce overall congestion and travel time.	Employer's Responsibility

2.4 Reduced Car Parking Provision	Encourage reduced private car usage	As detailed in Section 4.3, <i>zero</i> private car parking is provided for hotel guests, retail visitors, and co-living residents.	Building Management
<b>3. Promoting Cycling and Walking</b>			
3.1 Bicycle Parking	To promote use of Active Transport	Provide bicycle parking areas, encouraging future residents, staff and visitors to ride to/from the proposed development.	Building Management
3.2 Cycling & Walking Groups	Encourage cycling and walking.	Establish walking & cycling groups for staff and residents, with associated online forums.	Travel Plan Coordinator
3.3 Ride to Work Day	Encourage cycling and walking	Regularly promoting ride/walk to work days	Travel Plan Coordinator
<b>4. Other Incentives</b>			
4.1 Travel Access Guide	Provide up to date and easy to access information on existing transport options	Provide Travel Access Guide to staff and residents as part of induction package and regularly review / update to ensure information are up to date.	Travel Plan Coordinator
4.2 Newsletter	Provide up to date information for sustainable travel initiatives	Provide a regular newsletter to all residents and staff members bringing the latest news on sustainable travel initiatives in the area	Travel Plan Coordinator

## 5. Monitoring and Maintenance

The *Green Travel Plan* and *Transport Access Guide* are living documents which will need to be updated on a regular basis.

It is important that the *Green Travel Plan* is reviewed regularly, ideally every 12 months, to monitor the progress of targets as documented in **Table 4.2** and to ensure contact details/websites of the various alternative transport providers are up to date or if any additional providers/schemes have entered the marketplace.

The *Travel Plan Coordinator* (usually building manager) will have responsibility for the ongoing monitoring and development of the *Green Travel Plan* and the *Transport Access Guide*. The key tasks of the *Green Travel Plan* Coordinator will include:

- undertake regular surveys to identify the travel modes of building occupants
- maintain and update the information provided in the *Transport Access Guide* as well as encouraging carpooling
- set new travel mode targets on an ongoing basis
- to respond to online queries through the intranet

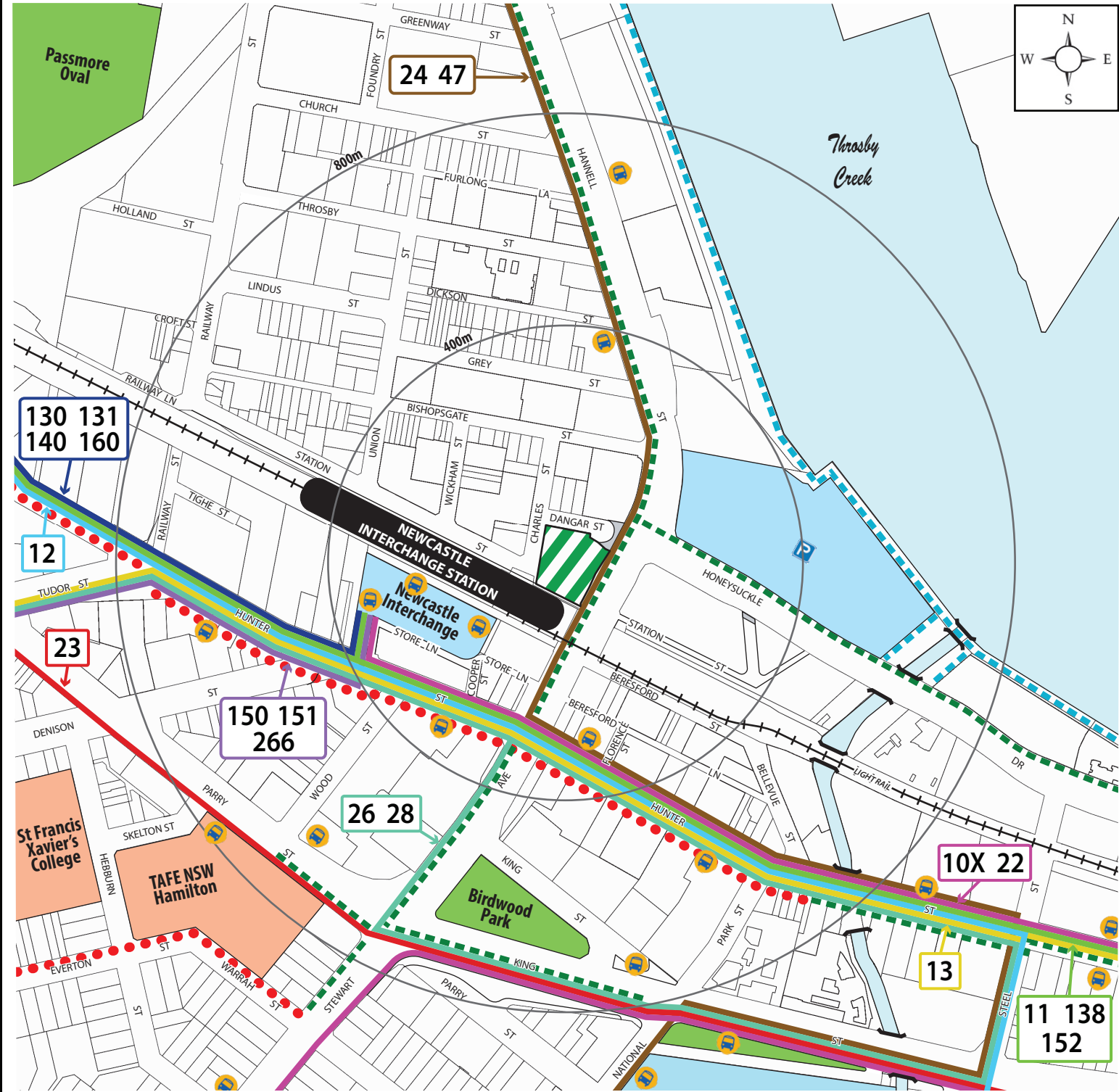
A monitoring and review process for the *Green Travel Plan* will be set out by building management to ensure that the information contained within reflects any changes to the transport conditions and building facilities.

This Coordinator will also monitor and assess the modal-split for staff working on the site and revisit the proposed targets if necessary.

A number of incentives could also be implemented to encourage change in the travel modes of staff/employees working on the site including the provision of a pre-loaded *OPAL* card for all new and existing staff in order to encourage them to switch to public transport, managed by the future commercial tenant.

It is pertinent to note that the travel mode targets are aspirational and requires continual monitoring.

## **Appendix A: Transport Access Guide**



**Bus Routes**

- 10X Charlestown to Newcastle Interchange (Express Service)
- 11 Charlestown to Newcastle via Jesmond
- 12 Maryland to Merewether Beach via Wallsend and Newcastle Interchange
- 13 Glendale to Newcastle via Cardiff & John Hunter Hospital
- 22 Charlestown to Newcastle West via Merewether
- 23 Wallsend to Newcastle East via Lambton & Newcastle Interchange
- 24 Wallsend to Marketown via Mayfield
- 26 Wallsend to Newcastle West via Kotara & Newcastle Interchange
- 28 Mount Hutton to Newcastle West via Broadmeadow & Newcastle Interchange
- 47 Jesmond to Marketown via Warabrook
- 130 Fingal Bay to Newcastle via Gan Gan Rd
- 131 Fingal Bay to Newcastle (Express Service)
- 138 Newcastle Interchange to Lemon Tree Passage via Airport
- 140 Newcastle Interchange to Raymond Terrace
- 150 Taree to Newcastle Interchange via Tuncurry, Forster & Hawks Nest
- 151 Taree Station to Newcastle Interchange via Tuncurry & Forster
- 152 Hawks Nest to Newcastle
- 160 Cessnock to Newcastle
- 266 Newcastle to West Wallsend

**Key**

- Shared Path/Cycleway
- Bicycle Lanes
- Potential Future Cycleway
- Bus Stop
- Road Closure
- Car Park

**TRANSPORT ACCESS GUIDE**

10 Dangar Street, Wickham

## **Appendix B: Top Cycling Trails Map**

# Top cycling trails

1

## Newcastle Foreshore & Throsby Creek

### START – NOBBYS BEACH

6.5 km, easy, family-friendly, flat, partly shaded with minimal street crossings.

### KEY DESTINATIONS

- Honeysuckle Dining Precinct
- Pirate Ship & Islington Park Playgrounds
- Newcastle Fishermen's Co-op & Yacht Club
- Carrington Mangroves

### DESCRIPTION

This popular ride follows along the south edge of Newcastle Harbour and continues upstream to the mangrove-lined Throsby Creek. There are plenty of spots along the way to stop for a bite to eat or to let the kids loose on a playground.

2

## Tramway Track - Wallsend to Glendale

### START – CNR MINMI RD & COWPER ST

Approx. 5.2km (4km on track, plus street riding), family-friendly, long gradual slopes, partially shaded, several road crossings.

### KEY DESTINATIONS

- Rest stops on Tramway Track
- Wallsend town centre
- Wallsend Park (including skate park)

### DESCRIPTION

Following the old tramway that operated between Wallsend and Glendale from 1912 to 1930, this historic rail trail with rural views and beautiful bushland links Newcastle with the great riding opportunities in Lake Macquarie. Hint: take the train home from Booragul Station.

3

## Fernleigh Track

### START – PARK AVE NEAR ADAMSTOWN STATION

16km, family-friendly, gradual but long slopes, mostly shaded by the tree canopy, very few road crossings.

### KEY DESTINATIONS

- Railway Tunnel
- Glenrock State Conservation Area
- Redhead Beach
- Belmont Wetlands and Foreshore

### DESCRIPTION

The Fernleigh Track is the quintessential cycling experience of the Newcastle region. Following an old railway corridor through dense bushland and wetlands, the track connects Adamstown to the eastern side of Lake Macquarie. You will likely hear bellbirds and plenty of bicycle bells while riding on this track, as the Fernleigh is a favourite with native wildlife and locals alike.

4

## Bathers Way

### START – NOBBYS BEACH

7.5 km (including Macquarie Pier), hilly, family-friendly, limited road crossings. An alternative route is offered for those wishing to avoid hills, but are happy to ride on short sections of busy roads.

### KEY DESTINATIONS

- Nobbys Lighthouse
- King Edward Park
- Skate Parks – South Newcastle & Empire Park
- Newcastle Baths, Bogey Hole & Merewether Baths
- Beaches – Nobbys, Newcastle, Bar, Dixon & Merewether

### DESCRIPTION

Bathers Way commands sweeping views of Newcastle's pristine coastline and provides access to all five patrolled beaches along this stretch of coast. You can also access the Newcastle Memorial Walk from Strzelecki Lookout.

5

## Broadmeadow to Brickworks

### START – DENNEY ST NEAR BROADMEADOW STATION

4.5 km, family-friendly, flat, several road crossings (mostly quiet roads or with signals), partly shaded.

### KEY DESTINATIONS

- McDonald Jones Stadium
- Wallarah Park (Skate Park & Fields)
- Lambton Park (Playground & Pool)
- Lambton Local Centre
- Jesmond Park (Playground & Disc Golf)

### DESCRIPTION

Connecting Broadmeadow to Lambton & Jesmond through beautiful parks & bushland, this cycleway takes the path of a historic tramway with old railway cuttings softening the slope between Lambton & Jesmond.

6

## University to John Hunter Hospital

### START – VALE ST BRIDGE NEAR SHORTLAND WATERS GOLF CLUB

4.5km, family-friendly, hilly (some steep sections), minimal road crossings, partly shaded (through Jesmond Bushland & Park).

### KEY DESTINATIONS

- Newcastle University
- Jesmond Shops
- Jesmond Park & Bushland

### DESCRIPTION

This ride connects two key destinations of Newcastle – the main university campus and the main hospital. Predominantly riding on a shared path, you will barely cross a road with some quirky bridges and underpasses along the way and beautiful bushland up to the hospital.

7

## Stockton Foreshore

### START – STOCKTON FERRY WHARF

6.5 km, easy, flat, family-friendly, single road crossing (option to stop prior).

### KEY DESTINATIONS

- Stockton Breakwater
- Adolphe Shipwreck & Wharf
- Stockton Local Centre
- Stockton Pool
- Stockton Sandspit
- Adolphe Shipwreck
- Fern Bay
- Griffith Park Playground & Skatepark

### DESCRIPTION

Take the Ferry to Stockton with your bike, cruising across the Hunter River. Sweeping around from the beach to the harbour and on towards the mangroves, the Stockton Foreshore path is a peaceful ride with magnificent panoramas of the city, the sea, and the river.

8

## Ships & Steel along Selwyn Street

### START – CNR MOUNTER ST & SELWYN ST

2km, flat, relatively quiet street, with some large trucks – less on weekends.

### KEY DESTINATIONS

- Sculptures – Muster Point & Newcastle Steelworkers Memorial
- Old BHP Administration Building & Machinery
- South Channel of Hunter River

### DESCRIPTION

This is a quick ride for those who are interested in our industrial heritage and views of a working harbour. The old BHP site is closed to the public, but you can catch glimpse of the beautiful old BHP administration building and machinery.

9

## Raspberry Gully

### START – ST JAMES RD OPP. MACKIE AVE

4km, family-friendly, flat, shaded in section (between Park Avenue & Vista Parade).

### KEY DESTINATIONS

- Kotara Shops
- Raspberry Gully Reserve with picnic areas

### DESCRIPTION

This is a flat straight ride with lots of beautiful forest once you leave the shops and main roads behind. While there may not be any raspberries on this ride, at certain times of the year you might be able to pick some mulberries at the end of the gully.

10

## Fletcher Wetlands

### START – CNR HARDES AVE & MARYLAND DR

10 km, family-friendly, mostly flat, patchy shade, narrow path, minimal crossings, & some small sections on quiet streets.

### KEY DESTINATIONS

- Reserves – Whistler Parade, Tumpoaba, Kurraka
- Places of Aboriginal Heritage – Kauma Park & Yutilliko Park
- Rest stops with views of the Hunter Wetlands

### DESCRIPTION

Skirting the edge of the wetlands, you will ride past sweeping view of the Hexham Swamp (Burrighinbning). There are plenty of parks for kids to play & hidden histories to explore as you ride along the ridgeline that local aboriginal groups likely walked.

11

## Waratah to Maryland

### START – CNR VERA ST & QUEEN ST

6.5 km, family-friendly (except road crossings), mostly flat, patchy shade, some difficult crossings, sections next to busy roads.

### KEY DESTINATIONS

- University of Newcastle
- Maryland Drive Reserve
- Wallsend Local Centre
- Wallsend Pool & Active Hub

### DESCRIPTION

This shared path follows the old tramline through bushland at the edge of the University campus through residential and commercial areas, towards the suburb of Maryland. Some parts of this route are adjacent to busy roads with some tricky crossings, but other parts offer long stretches away from traffic.

12

## Ash Island

### START – THE WELCOME WALK CARPARK

Up to 15 km, family-friendly, mostly flat, patchy shade, narrow path, minimal crossings, and some small sections on quiet streets. Limited access without a car (Hexham Station is 2.5km away with no cycleway).

### KEY DESTINATIONS

- Riverside Park
- Radar Station
- Milhams Farm Homestead
- The Welcome Walk

### DESCRIPTION

Ash Island gives you a variety of options, from a quick ride out to Riverside Park with the kids or a more challenging exploration of the various gravel roads that crisscross the island. Enjoy the abundant birdlife along the river and throughout the extensive network of lakes and creeks.

# Mountain biking at Glenrock

## MOUNTAIN BIKING YOUR THING?

Head to [www.nationalparks.nsw.gov.au](http://www.nationalparks.nsw.gov.au) for 34km of mountain bike trails at Glenrock State Conservation Area. Tip – Consider using insect repellent.

## Connecting places

## Public transport & bikes

Public transport is a great way to extend the range of your journey. Visit [www.transportnsw.info](http://www.transportnsw.info) to plan your trip.

Take your bike on the NSW Intercity Rail from Sydney or the Hunter Valley. Look for bike symbols on older trains and be prepared to hang your bike by the wheel. You can stay next to your bike on other trains.

Broadmeadow, Hamilton, Adamstown, Waratah, Warabrook, Beresfield and Newcastle Interchange are all accessible for your bike. Other stations require you to lift your bike up and down stairs.

Take your bike on the Stockton Ferry. Ask the crew where to store your bike for the crossing.

Buses and light rail do not permit standard bikes. There are some exceptions for folding bikes. Some taxi services may offer options to transport your bike.

It's possible to take long distance trains and planes with a bike but you must book and box your bike.

Newcastle Airport is 20km north of Newcastle. There is a quiet cycle route via Stockton and Fullerton Cove Road for most of the way, but for 3km near the airport, bikes must use a narrow shoulder along busy Nelson Bay Road.

Bike Hire throughout Newcastle region may be available through local bike shops and some bike share systems have operated in the area.

Riding a bike can be a great way to get to destinations, whether you want to play, shop, eat, or explore. To get to places such as the University of Newcastle, Blackbutt (Richley Reserve), Glenrock, Beaumont Street, and Hunter Wetlands use the connecting routes on the map which combine existing trails with quiet streets and other pathways.



newcastle.nsw.gov.au

**cycle your way**

# For the kids



## Beginning to ride

If you want to learn to ride or teach your children how to get the fundamentals of balance and braking, outdoor netball and basketball courts are ideal when not in use by community sporting clubs. Newcastle region has:

- B1** NATIONAL PARK NETBALL COURTS, UNION STREET, COOKS HILL
- B2** KENTISH OVAL NETBALL COURTS, KARoola ROAD, NEW LAMBTON
- B3** KURRAKA RESERVE BASKETBALL COURTS, KURRAKA DRIVE, FLETCHER
- B4** NESBITT PARK NETBALL COURTS, CASEY AVENUE, KOTARA

## Short circuits

Once you have the fundamentals of cycling, there are plenty of options for your kids (or yourself) to keep practicing at a range of easy circuits:

- C1** ISLINGTON PARK PLAYGROUND  
A cycleway perfect for kids
- C2** WALLSEND ACTIVE HUB, FEDERAL PARK  
A pump track for thrill seekers
- C3** MYERS PARK, ADAMSTOWN  
An 800m shared path loop
- C4** NEWCASTLE VELODROME, HAMILTON SOUTH  
A velodrome open to the public
- C5** MITCHELL PARK OVAL, MEREWETHER  
A cycling track around the oval

## Picnic & pedal

These bike-riding gems will give you a taste of Newcastle's hidden beauty, all without breaking a sweat & giving you somewhere to relax & picnic.

- P1** WARABROOK LAKES' LOOP  
2.3km of cycling along Warabrook Lakes and the Eucalyptus Circuit Reserve Playground. This short ride has plenty of birdlife, a picnic spot, a playground, and exercise equipment.
- P2** BRAYE PARK TRACKS  
1.5km of paths with stunning views, picnic spots and playground at Waratah West. This path includes sections that are narrow, have gravel surfaces, and there are some hills.
- P3** LAMBTON PARK  
1.6km pleasant, easy and well-shaded loop of Lambton Park passing Lambton Pool, playground and exercise equipment, a café and bowling club, and the Rotunda.
- P4** BRICKWORKS PARK  
700m cycle path through bushland and parkland at Wallsend. The loop passes the Brickworks Bird Hide, where you can look out over the lake, perfect for catching glimpses of the park's busy birdlife.
- P5** HUNTER WETLANDS  
3km loop with plenty of paths through the wetlands, taking you as far as Ironbark Creek at the far end of the wetlands. You are required to pay for entry to the wetland, with plenty of picnic spots and a café on site [www.wetlands.org.au](http://www.wetlands.org.au)
- P6** BLUE GUM HILLS  
2km loop at Minmi, where you can cycle along fire trails through bushland. There is a picnic area with a great wooden maze and playground at the start of the ride.



### Top trails

- 1** FORESHORE & THROSBY CREEK
- 2** TRAMWAY TRACK WALLSEND TO GLENDALE
- 3** FERNLEIGH TRACK

- 4** BATHERS WAY ALTERNATE ROUTE
- 5** BROADMEADOW TO BRICKWORKS
- 6** UNIVERSITY TO HOSPITAL

- 7** STOCKTON FORESHORE
- 8** SHIPS & STEEL ALONG SELWYN STREET
- 9** RASPBERRY GULLY

- 10** FLETCHER WETLANDS
- 11** WARATAH TO MARYLAND
- 12** ASH ISLAND

### Picnic & pedal

- P1** WARABROOK LAKES' LOOP
- P2** BRAYE PARK TRACKS
- P3** LAMBTON PARK
- P4** BRICKWORKS PARK
- P5** HUNTER WETLANDS
- P6** BLUE GUM HILLS

### Short circuits

- C1** ISLINGTON PARK PLAYGROUND
- C2** WALLSEND ACTIVE HUB, FEDERAL PARK
- C3** MYERS PARK
- C4** NEWCASTLE VELODROME
- C5** MITCHELL PARK OVAL, MEREWETHER

### Beginning to ride

- B1** NATIONAL PARK NETBALL COURTS
- B2** KENTISH OVAL NETBALL COURTS
- B3** KURRAKA RESERVE BASKETBALL COURTS
- B4** NESBITT PARK NETBALL COURTS

- CONNECTING ROUTES**
- T** TRAIN
- F** FERRY
- P** PARKING

# cycle your way

## Tips & tricks

- 1. Take care of yourself** – Be aware that in Australia we ride on the left side of the road, and helmets are compulsory. Search 'bicycle safety and rules' at [www.nsw.gov.au](http://www.nsw.gov.au) to find out more.
- 2. Plan your ride** – Use this map to work out an itinerary and find more details online. This map aims to show the safest ways, but the routes vary in difficulty. Time your ride to avoid commuting times (when roads are busy) and weekends for popular rides (when tracks are busy).
- 3. Get set for your ride** – Be aware of the harsh Australian sun; stay covered, wear sunscreen, carry water and avoid riding in the heat. Adjust your bike seat so that your leg is almost straight when your pedal is down the bottom. Pack a pump, spare tube and multi-tool for your adventure.
- 4. Take care of each other** – Be kind and patient on shared paths. Always take the time to slow down and let people know you are coming and ring your bike bell when possible. When passing others, it is common to give people a smile or a wave and thank them for sharing the path with you.
- 5. Take cover from the birds** – You may come across birds and other wildlife as you ride. Please don't feed native animals and be aware that some birds swoop cyclists, particularly during Spring, see [www.magpiealert.com](http://www.magpiealert.com)
- 6. Take a lock and explore more** – Always lock up your bike before leaving it unattended. A decent sized lock will deter most thieves, so you can take the opportunity to explore by foot or have a bite to eat.

