

APPENDIX 3
COMPLETED WORKS 1982 – 2004

5.0 REVIEW OF 1982 MAITLAND CYCLEWAYS STUDY

5.1 Overview

Maitland City Council commissioned GHD Transportation Consultants in July, 1982, to undertake a study with the aim:

To provide comprehensive recommendations supported by necessary background information to enable Maitland City council to decide on the provision of a network of Cycle Routes for this City with ancillary policies and action proposals to encourage its safe and optimum use.

5.2 Conclusions

The summary of the study concluded that:

- The City of Maitland has an environment suitable for growth in the use of the bicycle. The road network generally has carriageway widths and flat grades suitable for cycling. Improvements to roads and footpaths are required to increase safety, particularly on the main roads leading to the CBD.
- Based on recent Newcastle studies, the Maitland cycling population is in the order of 9,000 persons with a relatively high proportion of school children. Ridership by school children is higher in the new urban areas compared with the central Maitland area. Bicycle sales in Maitland reflect the renewed interest in cycling and encouragement of this growth is essential for a successful cycle plan.
- The urban areas of Maitland are dissected by flood-prone areas, the Hunter River, and transport corridors, and a cycle network within and between these areas is required. Opportunities exist to improve cycling conditions by traffic management, improvements to roads, footpaths, identifying links to schools and shopping centres, and provision of off-road routes in open space and recreational areas. Future development can provide for cycleways and an overall plan can enable future links to be constructed when development proceeds.
- A cycle route scheme was prepared based on the following constraints and opportunities, comprising:
 - a commuter/experienced cyclist route;
 - trunk routes;
 - minor on-road, off-road and rural cycling routes; and
 - bicycle parking facilities.

Routes were surveyed and a ten-year engineering action programme prepared, including cost estimates

- An action schedule amounting to \$897,000 was prepared comprising the following (in 1982\$)

1.	East Maitland to CBD - Trunk Route	\$140,000
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2.	Rutherford to CBD - Trunk Route	\$63,000
3.	Telarah - Trunk Route	\$30,000
4.	New England Highway - Experienced Cyclist/Commuter Route	\$36,000
5.	Link Routes - Rutherford	\$47,000
6.	Link Routes - Telarah	\$36,000
7.	Link Routes - Maitland	\$50,000
8.	Link Routes - South Maitland	\$67,000
9.	Link Routes - Lorn	\$36,000
10.	Link Routes - East Maitland	\$300,000
11.	Link Routes - Tenambit	\$29,000
12.	Link Routes - Morpeth, Thornton, Woodberry	<u>\$63,000</u>
	TOTAL:	<u>\$897,000</u>

The Trunk Routes number 1 to 4 were recommended in an initial three year program.

An allocation of \$80,000 per annum was indicated as being required to complete the Program in a ten year period.

- Education, enforcement and encouragement measures associated with the Scheme are essential for its success. Council's role is of major importance in initiating these aspects in consultation with State Government authorities.
- A table of Recommendations coming from the study was:
 1. The cycleway scheme be adopted in principle by Council and exhibited for public comment. A public notice of the exhibition should be placed in the local newspaper.
 2. Copies of the scheme be sent to the appropriate Government authorities for comment, including the Department of Main Roads, Department of Public Works, Department of Education, Traffic Authority, and the State Rail Authority. Council could also distribute the report to organisations such as the Newcastle cycleways Movement and also to local members of Parliament.
 3. Council consider the comments by the public and the authorities and amend the scheme if required.
 4. Council nominate an officer to promote the scheme and develop encouragement and education programmes for implementation at an early date.
 5. A coloured bike map based on the cycle route scheme be prepared for distribution as part of the encouragement programme.
 6. The initial engineering construction and improvement programme be implemented over a three-year period, including the monitoring of cycle usage on these routes.
 7. For future subdivisions, Council adopt the bicycle and subdivision design policy recommendations of the New South Wales Traffic Authority, and cycleways be indicated on development control plans prepared by Council.
 8. The engineering action programme be reviewed after three years to reassess priorities for construction.

5.3 Actions Since 1982 Study

The "Maitland Cycleways" Study was adopted by Council at its meeting held on 13th December, 1983.

The Steering Committee submitted a report and the following was adopted:

1. The Cycleway Plan be adopted as the Council's strategy for the development of a cycleways system for the City of Maitland;
2. The following general priority of works be adopted for implementation by the Council as and when funding becomes available:
 1. East Maitland to CBD - Trunk Route
 2. Rutherford to CBD - Trunk Route
 3. Telarah - Trunk Route
 4. New England Highway - Experienced Cyclist/Commuter Route
 5. Link Routes - Rutherford
 6. Link Routes - Telarah
 7. Link Routes - Maitland
 8. Link Routes - South Maitland
 9. Link Routes - Lorn
 10. Link Routes - East Maitland
 11. Link Routes - Tenambit
 12. Link Routes - Morpeth, Thornton, Woodberry.
3. In the context of priorities 1 and 2 above, the development of the East Maitland to CBD and Rutherford to CBD Trunk Routes commence with the construction of a bicycle/pedestrian pathway along the levy behind High Street as funding becomes available;
4. The Cycleway Plan be seen as a flexible guide to the provision of a cycleway system for Maitland to be amended from time to time should circumstances so warrant;
5. For future subdivisions, Council prepare cycleway development guidelines based on the bicycle and subdivision design policy recommendations of the NSW Traffic Authority, as recommended by the Consultants, and cycleways be indicated on development control plans prepared for new residential areas;
6. Council confirm as policy the current practice of requiring developers to construct cycleways within new residential development areas;
7. The Council investigate the feasibility of providing a cycleway link between Thornton and Woodberry for inclusion in the cycleway plan;
8. That the cycleway be extended to Bolwarra Oval, to link Bolwarra with the Lorn Shopping Centre.

Subsequent Council minutes show that various proposals were considered including:

- Thornton School, 1989
- Metford and Rutherford, 1990
- Bolwarra to Lorn, 1990

- Tenambit School Based Route, 1990
- Telarah School Based Route, 1990
- Telarah to Belmore Road, 1990
- Telarah to Church Street, 1990
- East Maitland to Maitland Trunk Route, 1990
- CBD Trunk Route (River Walk), 1990
- The provision of a cycling map, 1990

In a report submitted to the Cycleway Steering Committee on the 15th December, 1994, the information appearing below was submitted:

The items refer to the Priority Program previously adopted.

Construction of this programme has continued (funds allowing) and a status report appears below:

1. *Tenambit School Based Cycleway - Completed - additional funds will be sought at a later date to upgrade two pathways identified during the survey process as potential areas for expansion.*
2. *Lorn - Bolwarra Trunk Route - Stage 1, Belmore Bridge to Glenarvon Road, is to be completed as part of the Lorn Traffic Calming proposal. Stages 8 to 10, Bolwarra Road to Corina Avenue, are to be constructed using available Section 94 contributions, at the same time as Stage 1.*
3. *West Rutherford Cycleways, particularly associated with highway improvements - Section 94 funds are to be utilised to construct a shared cycleway from Regiment Road to Harvey Road. Concept design has been completed and a DA is currently being processed with construction to commence early in 1995.*

A grant application lodged with the Roads and Traffic Authority, for construction of a shared cycleway on the southern side of the New England Highway, from Arthur Street to Harvey Road, was unsuccessful.

4. *Maitland CBD Trunk Route - River Walk (investigation)*
An approach has been made to the public Works Department regarding use of the riverbank access road (after completion of the current works) as a cycleway. A preliminary investigation will be undertaken upon completion of these works. The object being to access the available infrastructure and provide an estimate of cost to assess the feasibility of constructing and maintaining the pathway given its susceptibility to flood damage.
There are also issues of permissible use of the levee area as the property is privately owned and the easement for levee does not extend to use for cycleway access. These complications may prevent the trunk route proceeding until the crib wall is redeveloped by the Public Works Department in around 5 to 10 years.
5. *Telarah to Maitland Trunk Route - Completed.*
6. *East Maitland to Maitland Trunk Route - An application, lodged with the Roads and Traffic Authority for funding was unsuccessful.*

7. *Maitland CBD Trunk Route - River Walk -
Action pending results of the investigation.*

Item 2 of this report deals with funding, however results of the applications made to the RTA have a bearing on the cycleway strategy. Of the grants applied for Maitland, Council was only successful in obtaining a 50/50 grant from the RTA for a revision of Council's Bicycle Plan, at a total cost of \$20,000 (RTA \$10,000 - Council \$10,000). Revision of the Bicycle Plan, adopted in 1982, is necessary due to the alterations that have occurred to the road infrastructure and to ensure that the cycling public is being properly catered for.

In light of the above, the following strategy is put forward for consideration:

1. *Revision of Council's adopted Bicycle Plan*
2. *West Rutherford Cycleways*
 - a) *Harvey Road to Regiment Road*
 - b) *Arthur Street to Harvey Road*
3. *Lorn to Bolwarra Trunk Route*
4. *Maitland CBD Trunk Route - River Walk (investigation)*
5. *East Maitland to Maitland Trunk Route*

Revision of the Bicycle Plan may affect some of the proposals above but it is considered unlikely. Funding for items 2a) and 3 has been identified and items 3b), 4 and 5 allow the opportunity for investigations to continue for both design and funding sources.

RECOMMENDATION

Item No. 1 - Cycleway Strategy

The five (5) items listed below be adopted for construction as funds become available:

1. *Revision of Council's adopted Bicycle Plan*
2. *West Rutherford Cycleways*
 - a) *Harvey Road to Regiment Road*
 - b) *Arthur Street to Harvey Road*
3. *Lorn to Bolwarra Trunk Route - Stages 1 and 8 to 10*
4. *Maitland CBD Trunk Route - River Walk (investigation)*
5. *East Maitland to Maitland Trunk Route*

Item No. 2 - Cycleway Strategy

1. *The new grant arrangements available through the Roads and Traffic Authority (Regional Bicycle Routes/Bicycle Facilities) be noted;*
2. *The Roads and Traffic Authorities grant for a revision of Council's Bicycle Plan be accepted - total estimated cost (\$10,000 RTA/\$10,000 Council);*
3. *Revision of the Bicycle Plan be financed through Section 94 contributions (\$10,000) and;*
4. *Items 2(b), 4 and 5 of the priority construction list be pursued for fundings through grant applications and Section 94 contributions.*

This is the current situation.

The various works covered by these reports are identified as being completed in the works schedule.

In total, the following lengths of cycleway currently existing are:

On-road	22.13 km
Off-road	5.06 km

TABLE A 3.1: INVENTORY - SECTION 94 EXPENDITURE 1995 - 2004

CYCLEWAYS							
Public Facility or Service - S.94 Plan Works Schedule	S. 94 Apportion	Major Projects Completed with Section 94 Funds					
		Description	On-road (km)	Off-road (km)	\$	Year	
Rural Recreation Cycleways	\$130,000						
Maps, Literature, Education	\$25,000						
NE Highway - Commuter Route	\$83,000						
Review of Cycleway Plan	\$10,000	Cycleway Study (plus RTA \$10,000)			\$11,909	95/96	
Rutherford - Regiment - Harvey	\$65,000						
	\$111,000						
Rutherford - Link Routes	\$103,000	Dunkley to Arthur - 2.0m asphalt		0.55	\$3,368	95/96	
		Harvey to Regiment - 2.5m concrete		0.30	\$21,460	95/96	
		Arthur to Harvey - 2.0m concrete		0.55	\$30,334	96/97	
		Weblands - Budgeree to Denton	0.90		\$5,095	00/01	
		Denton Park Drive - Aberglasslyn Linkage	1.50		\$4,500	00/01	
					\$1,262	01/02	
Lorn to Bolwarra - Link Route	\$183,000	Maitland Rd - Bayswater to Denison, 3.0m concrete		0.15	\$17,771	95/96	
					\$3,282	96/97	
Gillieston Heights - School Route	\$90,000						
Maitland - Regent Street Cycleway	\$83,000						
Maitland Park Recreational Cycleway	\$75,000						
Maitland Link Routes	\$88,000	Paterson Rd - Maitland to Corina	1.50	0.10	\$20,766	97/98	
		River Link - CMAIP		0.60	\$50,000	03/04	
Lorn Link Routes	\$63,000						
South Maitland Link Routes	\$118,000						
Tenambit School Route	\$25,000						
East Maitland to CBD - Trunk Route	\$245,000	Lawes St - Alliance to Quarry, 2.0m		0.20	\$17,500	96/97	
		Lawes St - pedestrian bridge		0.01	\$10,000	96/97	
		High St, E Maitland - Hunter St	0.80	0.70	\$14,497	98/99	
					\$22,079	97/98	
Thornton to Woodberry - Link	\$154,000	NE Highway, unidentified work			\$5,773	97/98	
Thornton - Widening Taylor/Gov't	\$23,000						
East Maitland Link Route	\$660,000	NE Hwy - Melbourne to Fitzroy, 2.0m conc.		0.30	\$4,287	97/98	
		Norfolk to Chisholm - 2.0m concrete		0.20	\$1,133	97/98	
		Molly Morgan to NE Hwy - 2.5m concrete		0.15	\$39,874	98/99	
					0.15	\$33,287	98/99
		Metford Rd - NE Hwy to Chelmsford, 2.5m concrete		0.35	\$21,552	98/99	
			\$8,329		99/00		
		Metford Route Stage 11 - 2.0m asphalt		0.50	\$49,606	99/00	
					\$9,901	99/00	
		Metford Route Stage 1 - Chelmsford Dr	2.80		\$5,680	99/00	
					\$4,847	00/01	
East Maitland Stage 19 - 2.0m concrete		0.75	\$48,496	00/01			
	\$8,729		01/02				
Metford Route Stage 10 - 2.0m asphalt		0.75	\$52,039	00/01			
Tenambit Link Route	\$51,000						
Morpeth & Woodberry Link Routes	\$95,000						
Total	\$2,480,000	Totals	7.50	6.16	\$579,761		

