

**APPENDIX 5**  
**COMMUNITY ISSUES**

# Maitland Bicycle User Group

50 Clarence St.,  
Tenambit NSW 2323  
Ph 49398947 or 49332205 A/H

Approx Aug 2001

General Manager,  
Maitland City Council,  
PO Box 220,  
Maitland NSW 2320  
Att. Dale Dickey,

Thank you for the opportunity to discuss cyclist road safety issues with you on Tuesday 5/7/00. In that meeting a number of issues were discussed that need to be developed further.

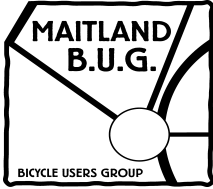
1. We welcome the opportunity of providing comment on any road safety plans that will impact on cyclists. In particular, we would like to comment on any traffic plans that may force cyclists to merge into the line of vehicle traffic.
2. We welcome the council initiative to build a pathway that can be used by cyclists along the riverbank from Hunter Street to under Belmore Bridge and joining with Oakhampton Road. This path complement the use of existing cycleways as it will link the cycle route past the sports ground to East Maitland. It is also a major part of a cycle route joining the Morpeth the CBD and Walka Water Works. We suggest that the path comply with the standards but also have a dividing line down the centre. A permanent set of markers embedded into the roadway is suggested. This is very effective in encouraging users to keep to the left tend as otherwise pedestrians in particular tend to spread out over the whole path and impede cycle traffic coming from behind them. Darryl Stone of Newcastle Cycle Movement has some information on line markers.
3. A highly desirable addition to the present cycle ways would be a cycleway between Furber Street and Pitnacree Road. This would form an ideal extension of the present cycle route and enable cyclists to use Pitnacree Road and Brush Farm Road as a route to Morpeth. Council are encouraged to look at options to join these two roads with a cycleway, as cycling along Melbourne Street is hazardous considering the volume of traffic and the confusion resulting from cars entering and leaving the Mobil Service center at the corner of Melbourne and Riley Streets.
4. Options for a cycleway from Brush Farm Road to Morpeth should also be examined. This is important because in our opinion a safe cycleway linking Maitland with Morpeth will have considerable attraction to visitors as well as local cyclists. It is not necessary to have a bitumen surface for enjoyable cycling. Most touring cyclists have bikes that can handle dirt roads if they are not too corrugated and do not have mounds of loose sand or gravel. I would like the opportunity to discuss this with you further.
5. A request was made to point out developments that would result in improved cyclist safety. One area causing a problem is adjacent to Les Darcy Drive (New England Hwy) where cyclists traveling west choose to turn into Louth Park Road and then immediately right along the footpath that runs adjacent to the Highway on route to the pool or to get into Church Street via the pedestrian bridge over the Highway near the Maitland railway station. (This avoids the busy roundabout). The width

of the path narrows considerably at one point because of the pedestrian overpass adjacent to Devonshire Street and a bicycle can barely fit through the remaining gap. It would be extremely useful to have a path that looped to the southern side of the overpass to enable riders to avoid this squeeze point. The length of path required would be approximately 25 metres.

6. We applaud the initiative to widen and insert a white line on any remake of the regional routes. This will add considerably to the safety of cyclists traveling along these routes.
7. The longer term plan to have a cycle path that goes under Belmore Bridge on the Lorn side is supported. This would save cyclists having to cross the road to travel on the nominated cycle crossing over Belmore Bridge. This will complement the proposed path under the bridge on the Maitland side of the river.

Yours sincerely,

Lloyd Davies,  
President Maitland Bicycle User Group.



50 Clarence St.,  
Tenambit NSW 2323  
Ph 49398947 or 49332205 A/H

Mr. David Evans,  
General Manager,  
Maitland City Council,  
High St,  
Maitland NSW 2323

Dear Mr. Evans,

Members of the Maitland Bicycle User Group (BUG) aims to represent the needs of all cyclists in the Maitland area. Maitland BUG has attempted to identify priorities for development of cycle facilities within the Maitland LGA and would like the opportunity to assist Council update the 1996 Bicycle plan. The group has already been working informally with Council staff on a number of areas including trying to solve existing cycle hazards, a cycling pamphlet and map and addressing some of the road design problems that cyclists face.

The following are some important facts regarding cycling.

- There are currently more bicycles sold than cars.
- An increasing proportion of bikes sold are to adults.
- More people are using bikes. With increasing fuel prices and increasing awareness of environmental problems caused by motor vehicles, this trend is likely to continue. Increasing people choose bikes for the following:
  - commute to work
  - for health and fitness
  - for sporting pursuits of road racing and triathlons and mountain bike racing. For example the recently formed Maitland triathlon club has signed its 300<sup>th</sup> member

### **Problems faced by cyclists**

The following table lists the main cycling issues facing cyclists in Maitland. A risk assessment is provided for each problem and a comment is made about possible solutions to the problems

<b>Problem</b>	<b>Risk of minor injury</b>	<b>Risk of major injury or fatality</b>	<b>Possible solution</b>
Squeeze points caused by traffic calming devices. Cyclists have to merge with traffic	High	High	More space between blister and gutter for cyclists to pass, prevention of cars parking adjacent to the gutter, altered design so that cyclists can ride over them.
Two lane roundabouts	High	High	Alternative ways must be found so that cyclists do not use the roundabouts. They are not safe for cyclists.
Squeeze points at single lane roundabouts. Forced into line of traffic	High	Medium	Clear marking to indicate that cyclists will be merging, Special crossing points adjacent to roundabout.
Lack of continuity of cycle routes results in the necessity to merge with car traffic	Medium	Medium	Allocate funding to longer regional routes rather than unconnected local projects
Lack of off road trail facilities for recreation	Low	Low	Develop regional trails for use by cyclists, walkers and horse riders
Lack of shoulders on some regional roads	High	High	Ensure that shoulders are added when roads are upgraded. More rapid repair of damaged shoulders.
Potholes	High	Medium	More rapid repair. Cyclists develop a reporting system

Maitland BUG is of the opinion that most development expenditure should focus on developing safe regional routes that can be used for both recreation and for commuting. There should be a mix of on and off road routes to meet differing needs of cyclists (see Appendix 1 for more detail in needs of different groups). Expenditure on cycle ways that are not connected to regional cycle routes are considered by Maitland BUG to be of low priority as they only benefit the immediate neighbourhood. The 1996 Bicycle plan identifies many projects that are not part of a regional network and we think an update of the plan can bring more benefits to the local community as a whole.

Maitland BUG has identified the following projects as high priority.

1. **Development of a defined cycle tourist route from Maitland to Morpeth.** This route also has the potential to extend from Maitland to Walka Water Works. The proposed route requires little works because it uses existing roads and tracks. Appendix 2 describes this route in detail and the priority for works required.
2. **Alternative crossing of New England Highway roundabout adjacent to Maitland station.** This roundabout is a dangerous option for cyclists. The Cessnock Maitland Dungog route will form the main route along the eastern seaboard of the Australian Cycling Network. Once this route is signposted and publicised it will potential carry a significant number of Australian and International cyclists. Our preferred option would be for cyclists travelling north on Cessnock Road to turn left into Mt Dee Road and then cross under the Trezeczinski Bridge and then under the rail line using an existing viaduct to join Steam Street. This route is also part of a trail identified by consultants in 1995 and is discussed further in point.5
3. **Improvement in shoulder of section of Raymond Terrace Road.** Road cyclists use the eastern end of Raymond Terrace Road from Prices Road to Seaham Road extensively as a link for training in the Duckenfield area. While the Maitland section up to the Irrawang Bridge is currently better then the section in the Port Stephens LGA, the shoulders on the Maitland side are uneven and some sections have eroded completely. It is highly desirable to have the shoulder improved on this small section of road. It is understood that Port Stephens Shire are about to resurface their section.
4. **Alternative crossing of New England Highway roundabout near Maitland Hospital.** One method of avoiding this roundabout for cyclists coming from Rutherford to turn left into Mt. Pleasant Street and then immediately right into the small car park, ignoring the no entry sign. Even though we are breaking the law, we find this a better option than merging with the traffic at the roundabout. Traffic in the small car park is only travelling slowly so that it does not present any problems travelling through this car park against the flow of traffic. A solution would be to change the sign to “No entry, bicycles excepted”. A longer-term option is to develop a cycleway connecting Mount View Street and the long Bridge to the east of Maitland hospital.
5. **An off road linkage from Morpeth to Walka Water Works via the southern extremities of the city** The Maitland Recreational linkage was proposed in a 1993 by Maitland Landcare (and commenced with a \$450 000 Federal government grant) but

only segments are included in the 1996 Bicycle Plan. We enthusiastically support the concept and whilst the project completion is likely to be longer term than the other projects, it is seen as a great community asset for walkers, cyclists, horse riders and sections could also be laid out for the disabled. (refer to Maitland recreational linkage plan and the council report by Mandis and Roberts consultants)

Maitland BUG are very impressed with this concept and think that the tourism potential of a multi purpose trail suited for pedestrians, horse riders and cyclists that provided around the southern fringe of the urban areas would be a great community asset. The trail would pass would also serve as a wildlife corridor and would provide a safe off road amenity that would pass within two kilometres of the bulk of Maitland residences. This linkage would complement the Maitland to Walka Water route as described above (point 1), enabling cyclist to do a complete circuit without retracing their steps. Maitland BUG have located the original map and supporting documentation of this plan and look forward to discussing this with council further so that the concept can be closely considered for future plans for the city.

There are also other minor road hazards that we will bring to the attention of Council staff and we hope that we can jointly come to a solution about these problems.

25/4/2001

Yours sincerely,

Lloyd Davies,  
President of Maitland Bicycle User Group.

## Appendix 1

### **Road surfaces required by groups of cyclists.**

Triathletes and competitive cyclists ride bikes with narrow tyres and require a good surface. Their preference is for sealed roads with low traffic volumes (eg. Morpeth to Duckenfield). When they have to use roads with higher traffic volumes they seek a road with a consistent wide shoulder to do their training. In-group training situations potholes are a considerable problem to trailing cyclists as potholes are obscured by the front-runners. The bulk of recreational cyclists choose to use a mountain bike with wider tyres and often some suspension. The quality of the road surface is less important to this group, provided drainage is adequate and loose gravel is not a problem. The focus for this group (both locals and tourists) is to develop cycle ways either off road or on roads with low traffic density. Where it is necessary to merge with higher traffic it is important to have an adequate shoulder on the road for cyclists to use without impeding the progress of cars. Our other focus is to find ways for cyclists to avoid busy two lane roundabouts, which are extremely dangerous for cyclists to use.

Commuting cyclists focus on safety. They look for a route that is as direct as possible, with preferably no areas where there is danger with cars. Road lighting is often a concern for cyclists travelling home during the winter evenings.

#### Social Riders on mountain bikes

The bulk of cycles sold are now mountain bikes. These have wider tyres and can be used over a variety of terrain. The recreational cyclist is most likely to ride on the weekends and seeks a scenic route with low traffic density. They often ride in groups and seek very quiet roads where riding two abreast presents no danger. They do not mind riding on gravel roads and will often choose them in preference to a sealed road if traffic density is less and the scenery is better, Maitland has a host of quiet roads through scenic and varied landscapes and is a popular spot for city based cyclists, particularly from Newcastle. The establishment of a network of cycle routes would attract increasing numbers of visiting cyclists and Sydney cyclists could be a large market. A good network of cycle routes may also support a business hiring bicycles to visitors.

#### Mountain bike racers

Maitland has suitable bush country nearby to establish a local mountain bike club. The need a bush site with varied terrain and creek crossings. The initiative to form a club must come from the cycling community but it could be a facility that would become popular with teenagers, as has the skate board ramps.

#### Learner riders

Traffic volumes on our roads mean that it is a risk to teach children to ride on our roads. Footpaths in many areas are non-existent or are not suited to teaching children to ride. An off road facility, preferably with a smooth surface should be available close to urban centres. The same facility can be part of a longer route that can be used by social riders.

APPENDIX 2

Details of the proposed route from Maitland to Morpeth

Section	Work required (if any)	Priority for work
Hunter river levy from behind the Mall to Hunter street	Surfacing top of levy and filling in a number of holes. A gradual incline into Hunter Street is desirable so that cyclists do not have to dismount. If sealed, a centre line is desirable to encourage all users to keep to the left. Extension of levy to Owen street could be considered.	Top priority. We understand funds are allocated.
Hunter Street, Carrington Ave, James street.	Existing marked cycleway. Signage could be improved,	Low priority
Road between the sportsground and Smyth field	Resurfacing desirable	Medium priority
Existing cycleway near skate board ramp and over railway bridge	Nil	OK
High Street to Fitzroy street	A narrow alley marked for bikes on both sides of the bridge over Wallis creek is desirable.	Low
Fitzroy Street, Riley Street, Furber Street	Signs required. A link from the end of Furber Street to Pitnacree Road is required.	Medium to High
In lieu of Furber Street and Pitnacree Road access, continue along Riley Street to Melbourne Street	Once in Melbourne street is desirable to have footpath access to Pitnacree Road. This is mainly to eliminate the need for cyclists travelling from Morpeth to Maitland having to cross the busy Melbourne Street and then turn again into Riley Street.	High if a Furber Street, Pitnacree Road link is not found.
Pitnacree Road, Brush Farm Road, Morpeth Road	A separate track on the riverside of Morpeth Road is desired. Sealing of Brush Farm Road is desirable but only of very low priority as the present road surface is suited for mountain bikes and trafficable by road bikes.	High for Morpeth road. upgrade. Minimum is a shoulder added to section of road but a separate path preferred.
Bike racks at Morpeth	Areas to secure bikes are desirable in the Park adjacent to Morpeth bridge	Medium
Extension of this route from Maitland Mall, Oakhampton Road, Scobies Lane, Walka Water Works	Requires a track under Belmore Bridge and then along the levy as far as possible before joining Oakhampton Road	Medium to low

# West Mall Pty Limited

Suite 1, West Mall Chambers  
West Mall, RUTHERFORD 2320

PO Box R294  
RUTHERFORD NSW 2320

A.B.N 96 001 942 981

Phone: (02) 4932-6911  
Fax: (02) 4932-4345  
E-mail: [redcolife@bigpond.com](mailto:redcolife@bigpond.com)

13<sup>th</sup> September, 2002

The General Manager  
Maitland City Council  
PO Box 220  
MAITLAND NSW 2320

Attn: Mr Chris James

Good Morning Chris,

**Re: Bike Racks in Shopping Centre**

DOC No.	234351	
FILE No.	103/19	
REC'D	18 SEP 2002	MCC
REFER		
FILE WITH		

Thanks for our meeting this morning with yourself and John.

As discussed, we currently have an extreme problem with bikes in our Centre. To try and reduce this problem so far we have on site security for around 20 hours per week (which Council contributes to). Tony (Security Guard) is very aware of the situation with bikes. We have also contacted Rutherford High & Primary Schools advising them of this problem. Both principals have agreed to raise awareness of this problem by way of Assembly announcements, etc.

**We would also like to reduce the risk of accidents in our Centre by erecting bike racks.**

We have a lot of elderly people that shop in our Arcade and they are concerned that they will be knocked down by these bikes. There is also the public liability issue. I think it would be in everybody's interest, ie. Building owners, council, business owners, to do everything possible to reduce the risk of accidents. The installation of bike racks would certainly make a difference.


Attached is a plan of North Mall Arcade. Highlighted are the areas where I think bike racks would be useful. A brochure of bike racks will be forwarded to me next week from Cora Bike Racks. Also as discussed with you today, Rutherford High are currently painting murals to cover the wall above the specified area "A" (highlighted). The theme for this wall is the "Maitland Area". It would be great to integrate the Bike Racks as apart of this mural. This would surely attract school kids to park their bikes there. I will be following this up with Sue Richards from the school about this.

As advised by John, I have someone organised to erect the "no skating/bikeriding" sign at North Mall arcade that match Councils signs throughout other parts of the Centre.

Your assistance with installing bike racks throughout the Centre would show your commitment to Rutherford and would be greatly appreciated.

Once again, thanks for taking the time to meet with me. I look forward to hearing from you shortly. Please call if you require any further information.

Kind regards,

  
Janine Redman  
*for and on behalf of*  
**West Mall Pty Limited**  
attach



DOC No.	323372	
FILE No.	103/20	
REC'D	12 JUL 2004	MCC
REFER		
FILE WITH		

Gary & Margaret Dorn  
70 Bolwarra Road  
Bolwarra 2320

Attn Mr Grant Wood  
Infrastructure Planning Engineer  
Maitland City Council  
285 - 287 High Street  
Maitland NSW 2320

Dear Mr Wood

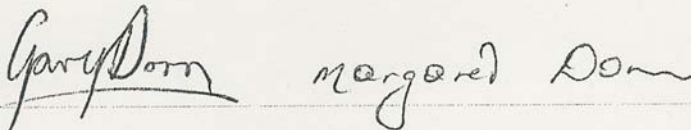
We are residents of the Bolwarra area. Our children ride their bikes between Bolwarra and Lorn to travel to school and for recreation. The stretch of road between Bolwarra and Lorn concerns us as there is no protection or designated area for cyclists or pedestrians. The road narrows near the Lorn levy bank & there is a heavy traffic flow, including heavy vehicles such as trucks and buses.

We know Maitland City Council wants to promote healthy activities such as walking and cycling and reduce traffic flow. A designated section of road with barriers in the narrow areas, would provide much safer access for pedestrians and cyclists.

The areas of Bolwarra and Lorn have many links in the sport, recreation and business areas. We are aware that Maitland City Council encourages such links between suburbs. A safe pedestrian/cyclist access between these suburbs would assist in maintaining these links.

We would ask Maitland City Council to consider upgrading this area in respect to pedestrian and cycle access in their future infrastructure planning for the safety and benefit of the Bolwarra / Lorn residents.

Yours sincerely



Gary and Margaret Dorn