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CITY COUNCIL

Draft - Maitland Active Transport Plan 2026

Maitland City Council

Reviewed 13/05/2026

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CITY COUNCIL

Acknowledgment of Country

We acknowledge the Wonnarua People as the Traditional Owners and Custodians of the land within the Maitland Local Government Area. Council pays respect to all Aboriginal Elders, past, present and future with a spiritual connection to these lands.

Contents

Message from our Mayor

Mayor Philip Penfold

Maitland continues to grow, and with that growth comes the responsibility to plan thoughtfully for how we move. Our Active Transport Plan focuses on creating safe, accessible, and appealing options for walking, cycling, and other forms of active travel. Whether it's walking the children to school, cycling to work, or enjoying our beautiful natural surroundings, we want these choices to be practical and enjoyable for everyone.

This plan is about more than infrastructure—it's about improving quality of life. By enhancing footpaths, shared pathways, and cycling networks, we aim to reduce congestion on our roads, lower emissions, and support healthier lifestyles. Importantly, we are prioritising safety and accessibility for all members of our community, including families, older residents, and people with disabilities.

We have listened to community feedback and will continue to do so as projects are delivered. Your input is essential in ensuring that our transport network meets real needs and reflects how people live, work, and move around Maitland.

Together, we can shape a city that is not only easier to get around but also more vibrant, inclusive, and environmentally resilient. Thank you for your continued support as we build a better-connected Maitland.

Message from our General Manager

Jeff Smith

As the population of Maitland increases, we need to ensure our infrastructure supports a connected, liveable, and sustainable community. The Active Transport Plan is an important step in delivering on that commitment.

This plan provides a clear, strategic framework to guide how we invest in and deliver walking and cycling infrastructure across our city. It identifies priority routes, addresses gaps in the current network, and outlines an approach to improving accessibility and safety for all users.

From an operational perspective, the plan allows Council to take a coordinated and evidence-based approach to future planning. It ensures that investment is targeted where it is most needed and aligned with broader transport, land use, and community outcomes. It will also strengthen our ability to secure external funding and partnerships to deliver key projects.

Importantly, the plan reflects the needs and aspirations of our community. It has been shaped by data, technical analysis, and valuable community feedback, ensuring that the proposed network is both practical and responsive to how people move within Maitland.

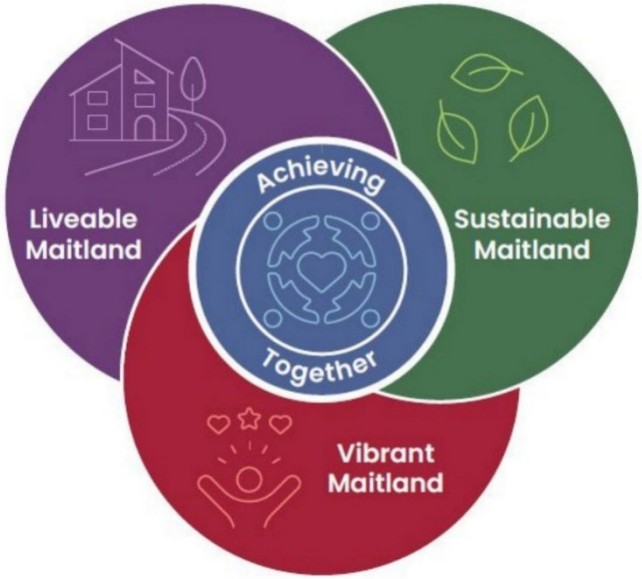
As a community, we are creating a safer, more accessible, and resilient transport network for the future.

A connected city with thriving communities

Our shared vision

Vision for the Plan

To create a safe, convenient, accessible, and connected active transport network that empowers people of all ages and abilities to move independently, while fostering vibrant, healthy, and liveable communities through a shift towards walking and cycling as everyday transport choices.



Introduction

Purpose

The purpose of the Active Transport Plan is to identify key pedestrian and cyclist routes and integrate them into a cohesive active transport network. The Plan also provides guidance on the development of these routes and identifies where upgrades are required to ensure they are safe, accessible, and compliant with relevant local and state guidelines.

The plan has been developed with consideration of national best practices and alignment with applicable state and local government policies. A strong emphasis has been placed on community and stakeholder engagement, ensuring that local knowledge and lived experience are meaningfully incorporated into the plan's outcomes.

This plan will be a succession of current planning documents that have previously set the direction of Councils the network including the Maitland Bicycle Plan and Strategy 2014 and Pedestrian Access and Mobility Plan (PAMP) 2017.

Objectives

- Provide an overarching strategy for provision of active transport infrastructure within the LGA.
- Improve active transport infrastructure and enhance public spaces to encourage reduced car de-pendency
- Increase pedestrian access and priority, especially in high foot-traffic areas
- Enhance pedestrian safety and provide convenient crossing opportunities on major roads
- Identify and address pedestrian crash clusters
- Improve mobility and safety for people with disabilities and older adults through inclusive infrastructure design
- Integrate active transport with other modes to create a connected, multi-modal transport network that meets best practice standards
- Ensure pedestrian infrastructure are provisioned in a consistent and appropriate manner across the local government area
- Align and coordinate with existing plans and programs (e.g. bicycle plan, pedestrian access and mobility plan, maintenance sched-ules, accessible public transport)
- Ensure pedestrian facilities are responsive to current land use and the surrounding environment.
- Meet statutory obligations under the Commonwealth Disability Discrimination Act 1992

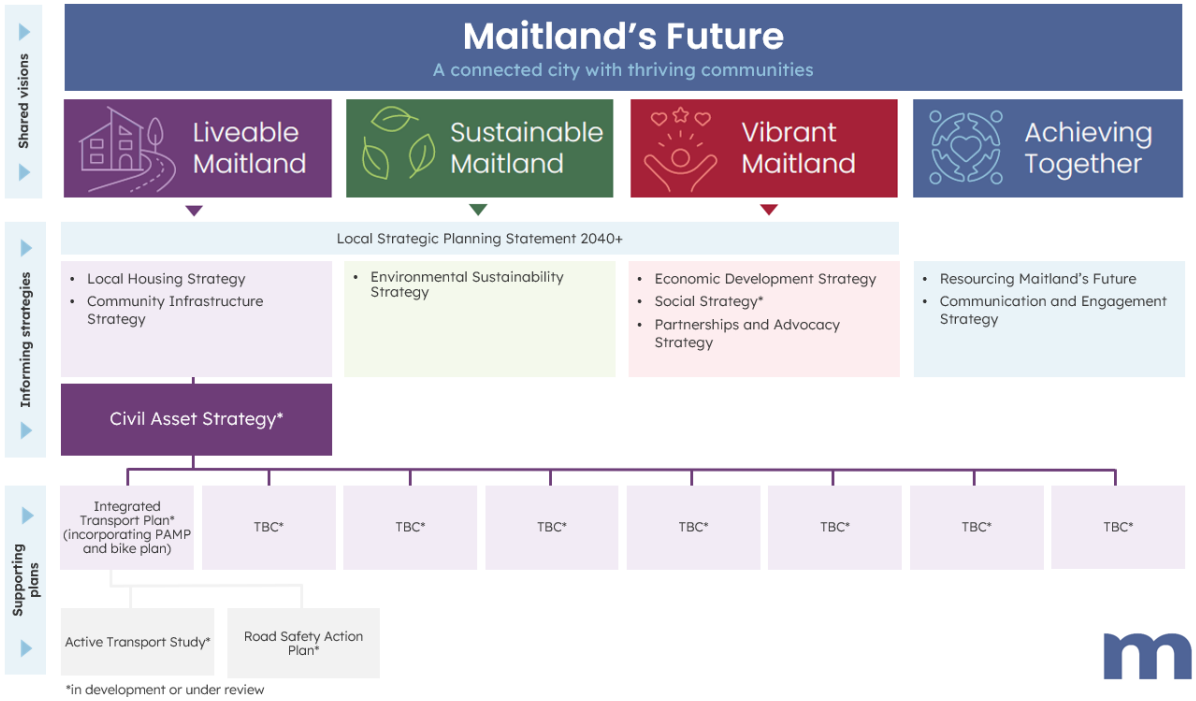
Study background

An external traffic engineering and transport planning consultancy was engaged by Maitland City Council (Council) to assist with The Maitland Active Transport Plan. This document is intended to guide the long-term planning and of pedestrian and cycling infrastructure across the Maitland Local Government Area (LGA).

Active modes of transport are among the most fundamental and equitable forms of mobility available. Active transport specifically encompasses walking and cycling. Pedestrians include individuals walking or running, those pushing prams, and users of mobility aids. Cyclists include users of commuter bikes, road bikes, electric bikes, cargo bikes, and more. More broadly, cycling infrastructure can also cater for the needs of personal mobility devices, including skateboards, e-scooters and other micromobility devices, subject to local laws.

The Plan seeks to support these users by facilitating the sustainable development of pedestrian and cycling paths and associated facilities. It aims to provide a viable alternative to car travel while ensuring accessibility for those reliant on active modes and providing priority actions for Council. The Maitland Active Transport Plan will serve as a key component of Council's broader Integrated Transport Plan, scheduled for completion in 2026.

Strategic Alignment

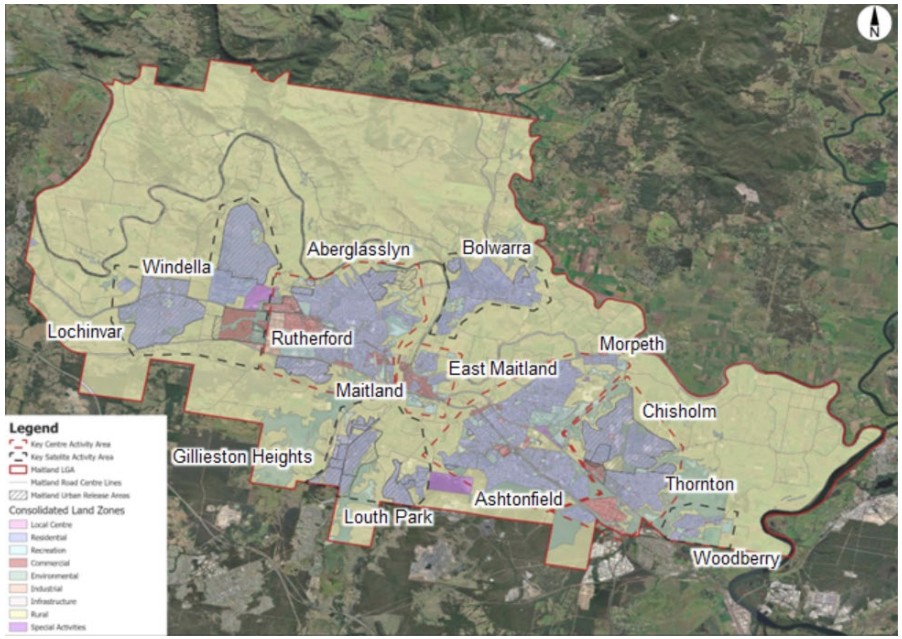


The Active Transport Plan forms part of Council's strategic framework and underpins Council's Integrated Transport Plan which is a supporting document to the Civil Asset Strategy.

The Active Transport Plan also closely aligns with Maitland City Council's broader strategic framework, including the Community Strategic Plan, Local Strategic Planning Statement, and integrated transport and sustainability objectives. It supports Council's vision of creating a vibrant, connected, and liveable city by promoting safe and accessible travel options that reduce reliance on private vehicles. The plan contributes to key priorities such as improving community health and wellbeing, enhancing environmental sustainability through reduced emissions, and delivering active transport infrastructure that supports population growth and urban development. The Active Transport Plan ensures a consistent and strategic approach to delivering transport outcomes that reflect Council's long-term goals and community aspirations.

The Active Transport Plan has considered and is aligned with the following documents and standards:

- Austroads Guide to Road Design Part 6A – Paths for Walking and Cycling.
- Transport for NSW – Active Transport Strategy 2022.
- Maitland City Council Manual of Engineering Standards 2026.
- Other relevant Austroads publications.
- Australian Standards.
- Commonwealth Disability Discrimination Act 1996.
- Maitland Bicycle Plan and Strategy 2014 (will be superseded by the Active Transport Plan 2026).
- Maitland Pedestrian Access & Mobility Plan 2008 (will be superseded by the Active Transport Plan 2026).
- MCC Asset Management Policy, Strategy and Plans.
- Transport for NSW Cycleway Design Toolbox 2020
- NSW Guide to Walkable Public Space 2022
- Network Planning in Precincts Guide 2022
- Practitioner's guide to Movement and Place 2022
- NSW Future Transport Strategy 2056
- NSW Design of Roads and Streets Manual
- Get NSW Active Program
- Hunter Regional Plan 2041
- Greater Newcastle Future Transport Plan
- Maitland Local Strategic Planning Statement (LSPS) 2040+
- Maitland Environmental Sustainability Strategy (2030)
- Disability Inclusion Action Plan (DIAP)
- Maitland Local Housing Strategy 2041



Local Context

Maitland's urban corridor has been historically built around the major east-west movements along the railway and highway. Today this urban corridor has been built out and now encompasses four (4) major urban centres with four (4) more regionally based satellite centres

This Plan categorises these centres based on active transport connectivity, local characteristics, and geographics. The centres have been defined as:

- Key Centre 1: Maitland (including Central Maitland, Lorn, South Maitland)
- Key Centre 2: Rutherford (including Rutherford, Aberglasslyn, Oakhampton Heights, Farley)
- Key Centres 3: East Maitland (including East Maitland, Tenambit, Morpeth)
- Key Centre 4: Chisholm and Thornton
- Satellite Centre 5: Gillieston Heights (including Gillieston Heights, Louth Park)
- Satellite Centre 6: Lochinvar (including Lochinvar, Windella, Anambah)
- Satellite Centre 7: Bolwarra (including Bolwarra, Bolwarra Heights, Largs)
- Satellite Centre 8: Woodberry

Population and employment

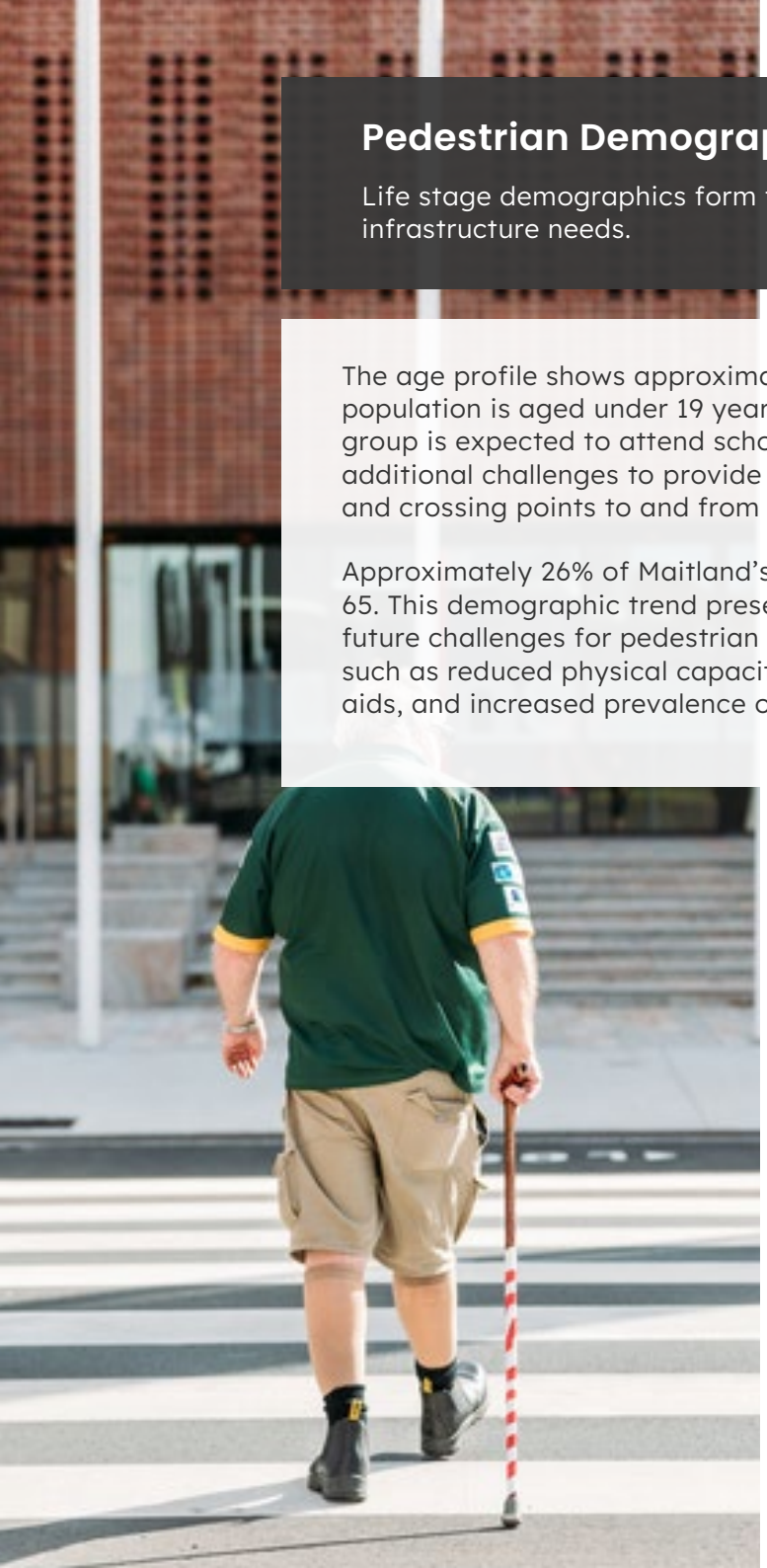
The Maitland Local Government Area (LGA) is home to approximately 100,000 residents in 2025 and supports over 35,000 jobs. The majority of the population and employment is concentrated within the urban centres of Maitland, including Central Maitland, East Maitland, Rutherford, and Thornton. These areas account for a significant portion of the LGA's residential dwellings and commercial activity.

Population and employment growth

Maitland has experienced sustained population growth over the past decades. According to the NSW Population Projections, Maitland's population is expected to exceed 144,550 residents by 2041. In response, we have developed a number of strategic planning documents to guide and support this growth.

As outlined in Maitland's Local Housing Strategy, future population growth is expected to be primarily concentrated in identified urban release areas, including Lochinvar, Thornton North, Gillieston Heights, and Anambah, as well as through infill development in established suburbs such as East Maitland, Rutherford, and Central Maitland.

Continued investment in regional transport corridors, including the M1 Motorway extension and New England Highway upgrades, will strengthen economic activity and employment growth. These projects also present valuable opportunities to embed active transport infrastructure within the broader network.

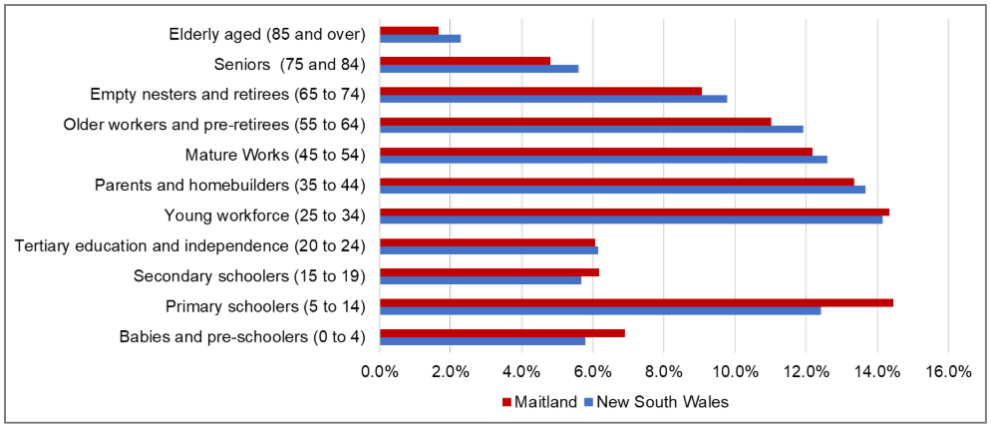


Pedestrian Demographics

Life stage demographics form the foundation of pedestrian transport planning, as age is closely linked to mobility patterns and infrastructure needs.

The age profile shows approximately 28% of Maitland's population is aged under 19 years old. Most of this user group is expected to attend school which presents additional challenges to provide safe pedestrian paths and crossing points to and from school areas.

Approximately 26% of Maitland's population is aged over 65. This demographic trend presents both current and future challenges for pedestrian access and mobility, such as reduced physical capacity, reliance on mobility aids, and increased prevalence of visual impairments.



Mobility challenged access and inclusion

People of all ages in Maitland may experience limited mobility or need assistive devices now, at some point in the future or throughout their lives. Therefore, pedestrian infrastructure should be designed to accommodate the full spectrum of user needs, ensuring safe, inclusive, and accessible environments for all.

Reference to Maitland's previous planning documents to identify potential pedestrian user groups is an important aspect, however reference should not replace targeted and meaningful community consultation specific to pedestrian infrastructure planning. This is essential to understanding Maitland's unique local context, including prevailing infrastructure and institutional barriers to pedestrian access for people of all abilities. Critically, community engagement should actively involve people living with disabilities as key stakeholders to assist in co-designing pedestrian spaces.

> 'We need to include people with disability more regularly. We need to support families with disability… all people contribute value to the community and have a right participate'
>
> - Community member

Cyclist User Groups

Understanding different types of cyclists is key to planning effective active transport. By recognizing riders' varying confidence levels and needs, infrastructure and programs can be designed to be safer and more inviting. This helps target resources where they'll have the most impact—encouraging more people, especially those hesitant to cycle, to choose biking.

Since 2006, four primary cyclist user groups have been widely recognised in urban transport planning:

- Strong and fearless ~ who ride on any infrastructure (on-road or off-road)
- Enthused and confident ~ who are most comfortable when protected by infrastructure
- Interested but concerned ~ require dedicated infrastructure and programming
- No Way No How ~ not interested in riding.

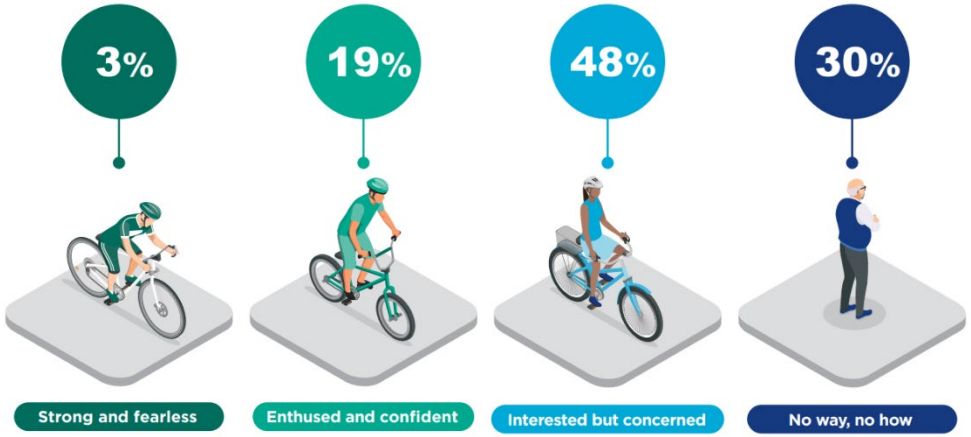


Figure 2.6 from TfNSW's Cycleway Toolbox, splits the four user groups using statewide NSW data

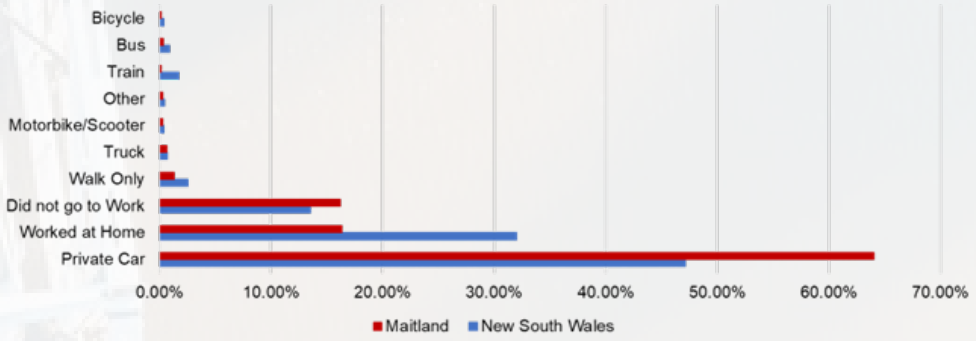
The above figure continues to serve as a foundational and widely adopted framework in active transport planning. However, it is important to acknowledge that this classification was originally developed for the City of Portland, Oregon, in 2006, within a riding context significantly different from that of Maitland, NSW in 2025.

Despite the typology's adaptation into various NSW Active Transport Strategies using NSW data, this percentage distribution should not be directly applied to the Maitland LGA, rather referred to as a general guidance. Moreover, reference to this typology must not replace meaningful community consultation, which is essential to understanding Maitland's unique local context and appetite for cycling.

Maitland LGA'S mobility patterns

Journey to work

Private vehicles are the main method of travelling to work within the study area (64%). Only 1.3% of the population walked to work and 0.2% cycled on Census Day in 2021. Public transport (0.5%) use is also low throughout Maitland LGA, despite trains providing a more efficient travel time into Newcastle, compared to private transport.



Road network

The Maitland LGA includes over 750km of Council managed roads as well as the New England Highway which is a national road link. Figure 3.3 details the road hierarchy of key links across the LGA with a focus on the primary urban area connectors.

The New England Highway, a major arterial route runs generally east-west through the entire LGA carrying over 36,000 vehicles per day in some locations. This route is a key constraint for north-south movements within the LGA and is the secondary Sydney to Brisbane route behind the Pacific Motorway

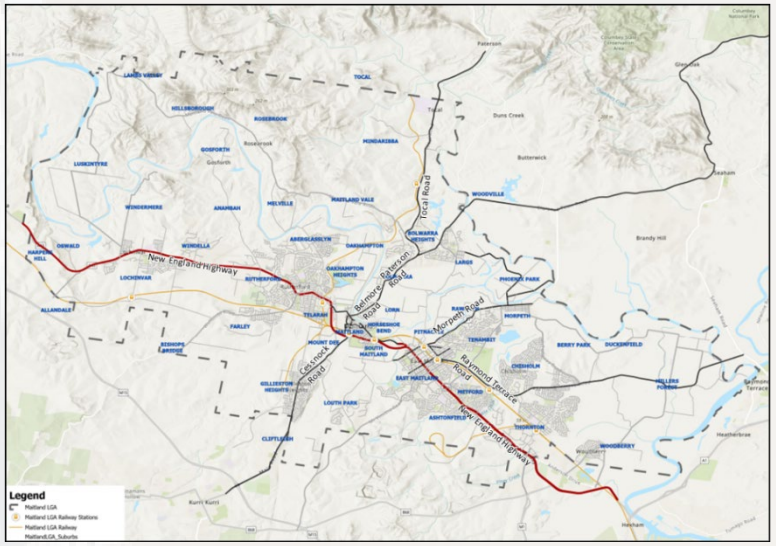


Figure 3.3

Public transport network

Maitland's public transport network is primarily bus routes supplemented by an east to west rail corridor from Newcastle heading towards Dungog and Scone (the rail line splits north and west in Rutherford). The rail corridor has seven (7) primary stations within the LGA, Telarah, Maitland, High Street (Maitland), East Maitland, Victoria Street, Metford, Thornton. Additionally, two (2) other stations in the LGA are located in Lochinvar and Mindaribba, which have infrequent services. The Woodberry area is serviced by the train station located in Beresfield (Newcastle LGA).

Existing Active Transport Network

The active transport network within the Maitland consists of over 408km of footpaths and cycleways as well as many on-road cycle lanes. The following is noted in regard to the network:

- Footpaths are generally well provided in centre areas, and within newly developed residential subdivisions.

- Cycleways and on-road cycle lanes are interspersed and lack any formal connectivity often ending without warning or direction.

- Footpaths generally do not adjust their design and provision for high and low pedestrian or cyclist demand areas (e.g. paths are generally not wider in busy locations).

- Overall Maitland provides no Principal Active Network that connects its centres either regionally or locally. Primary routes or key connection corridors are critical to build an effective active transport network.

Maps of existing active transport network are found in Figure 3.9 to 3.16

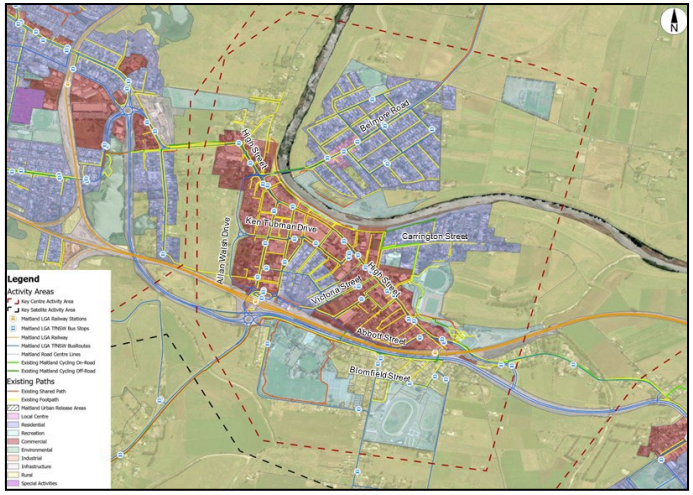


Figure 3.9: Existing Active Transport Network: Central Maitland, Lorn and South Maitland

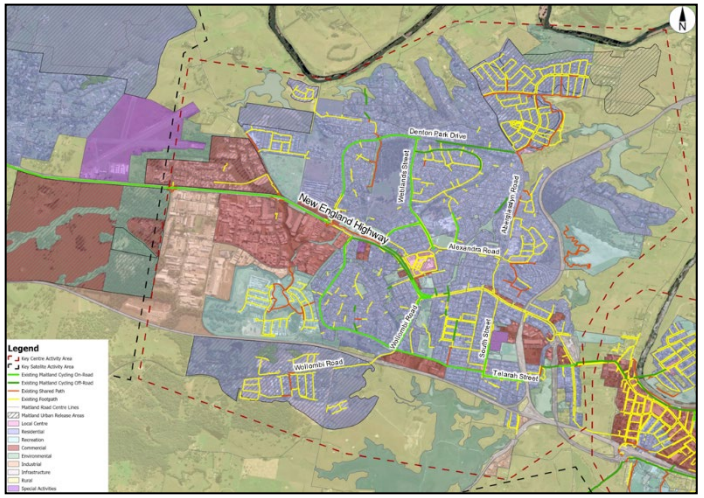


Figure 3.10: Existing Active Transport Network: Rutherford, Aberglasslyn, Oakhampton Heights and Farley (The West)

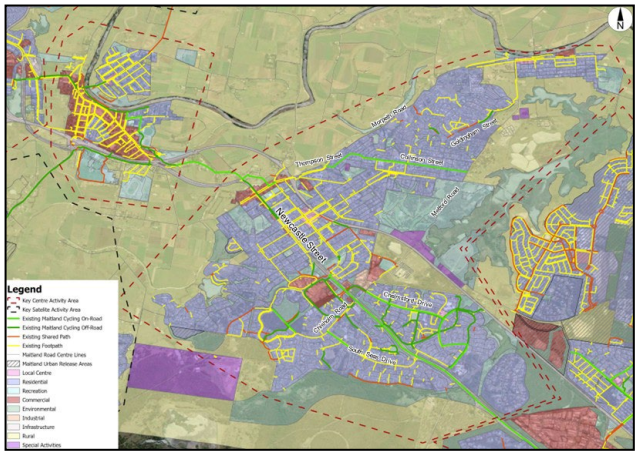


Figure 3.11: Existing Active Transport Network: East Maitland, Tenambit and Morpeth (East A)

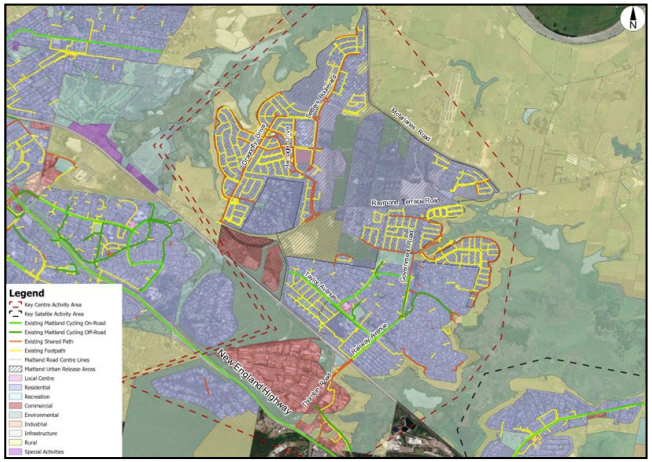


Figure 3.12: Existing Active Transport Network: Chisholm and Thornton (East B)

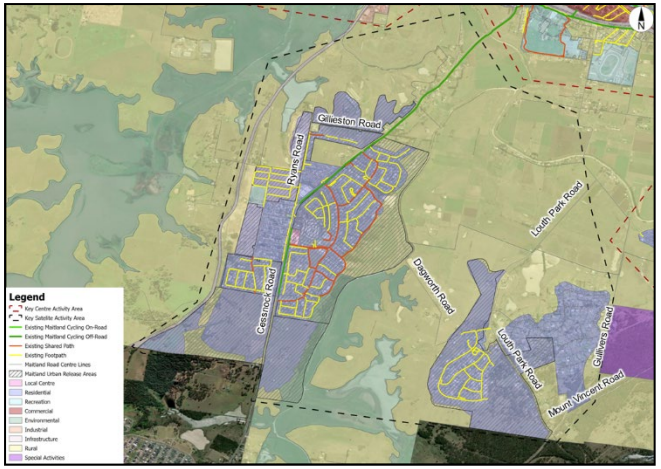


Figure 3.13: Existing Active Transport Network: Gillieston Heights and Louth Park

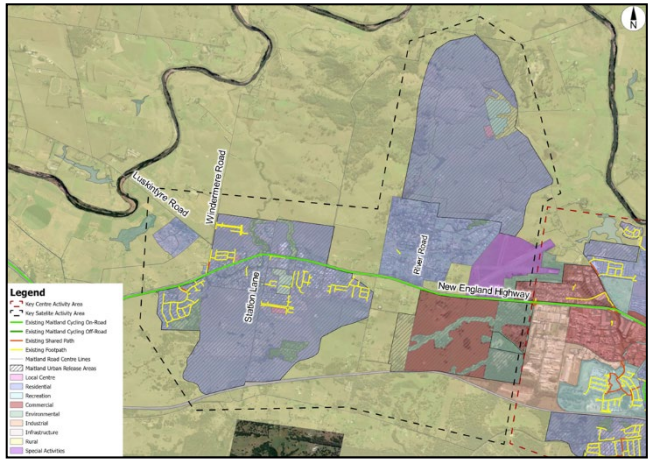


Figure 3.14: Existing Active Transport Network: Lochinvar, Windella and Anambah

Figure 3.15: Existing Active Transport Network: Bolwarra, Bolwarra Heights, and Largs

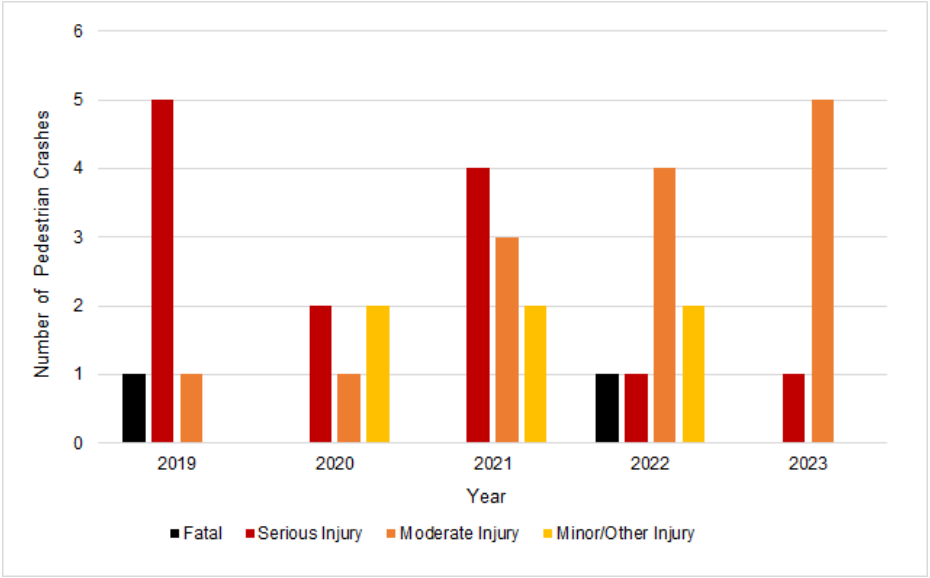
Figure 3.16: Existing Active Transport Network: Woodberry

Pedestrian Crash Data

Pedestrian crash data for Maitland LGA was sourced for the period from 2019 to 2023 (most recent five (5) years). The crash data was further disaggregated to only include active transport related crashes to identify any trends and crash clusters.

During the five (5) year period there were 35 recorded crashes in Maitland involving pedestrians or cyclists, two (2) of which were fatal, 13 leading to serious injuries, 14 resulted in moderate injuries and six (6) with minor/other injuries.

Figure 3.17 illustrates the severity and number of crashes that occurred in that respective year.



Primary Active Transport Barriers

Barriers to increasing the use of Active Transport within a region are typically a combination of physical infrastructure limitations and embedded demographical habits/needs. Considering the above, the primary barriers foreseen for the development of The Plan are:

- More than half of the population are 'vulnerable users' with 28% of people less than 19 years old and 26% older than 65. This presents a safety barrier via limitations to what active transport infra-structure is appropriate and the associated cost.
- Maitland has a comparatively low existing proportion of regular Active Transport users. As a primarily car-based LGA, encouraging mode-shift changes will be challenging particularly when parking and road access are both relatively easy and affordable. Mode shift encouragement needs to focus on user experience and the 'want' to walk or cycle, resulting in a need for higher quality user-friendly infrastructure
- Both the Highway and Rail line corridors are significant physical east-west barriers to more localised north-south active trips. A number of existing bridges and connections exist but these are few and limit the locations routes can connect to
- As a regional location the city can experience weather extremes. This is influenced by climate change bringing increased severe rain and flooding events, heat waves and droughts, and unseasonal cold snaps. Therefore, heat, rain, and cold must all be considered in the design of routes and corridors.

Key Centres and Activity Areas

Maitland Centres

Each of Maitland's centres or 'Activity Areas' has unique characteristics with their own destinations (attractors) and activity areas for active transport users. Table 6.1 summarises the key locations and characteristics considered for each of *The Plan's* defined centres as well as considerations for connectivity between each.

Table 6.1

Activity Area		Key Characteristics & Primary Attractors
		Major Centres
Key Activity Area 1	Central Maitland, Lorn, South Maitland	- Centre of Maitland LGA including the Courthouse, Library and Council chambers. Smaller area than other key activity areas in the LGA - Maitland Station, High Street shops, and Sport precinct bound the centre as three major attractors - Main residential areas to north (Lorn) and east of central precinct
Key Activity Area 2	Rutherford, Aberglasslyn, Oakhampton Heights, Farley	- Combination of low density residential (eastern extent) and industrial (western extent). Primarily a residential area - Includes Telarah Station at its eastern extent but primarily a car-based area. Most connectivity utilises the east-west highway (A43), Aberglassyn Road, and Denton Park Drive - The number of schools in area, including a high school
Key Activity Area 3	East Maitland, Tenambit, Morpeth	- Broad mix of commercial and residential and is busiest activity area in Maitland. Majority of residential sits to the north - Includes two train stations through the centre, large shopping centre, regional hospital, and several schools - Rail line and Highway run closely in parallel through the main activity area
Key Activity Area 4	Chisholm, Thornton	- Primarily residential area that sits north of the rail line, much of the area earmarked for future development - Includes Metford and Thornton Stations but limited existing connectivity to both - Highway sits to the south of the area beyond a pocket of industrial use, key links for the residential area are Raymond Terrace and Government Road
		Satellite Centres
Key Activity Area 1	Gillieston Heights, Louth Park	- Rural townships to the south of Maitland & East Maitland respectively. Mount Vincent Rd and Cessnock Rd are key links - Shared path connects Gillieston to Maitland
Key Activity Area 2	Lochinvar, Windella, Anambah	- Regional residential area connected to centres by highway only - Includes new residential subdivisions (both underway and planned). Noted as key growth area outside Major Centres
Key Activity Area 3	Bolwarra, Bolwarra Heights, Largs	- Directly north of Maitland centre via Belmore/Paterson Road - Primarily residential area with some schools
Key Activity Area 4	Woodberry	- Isolated township to eastern extent of LGA, key connectivity is to Beresfield to the south. Primarily residential area
		Centre Connectivity Considerations
- The level of active transport connectivity between most activity areas is limited. In many locations this is due to geographic constraints (wetlands) or major transit corridors (Highway & Rail) - Providing an east-west active transport corridor between the Major Centres offers the most benefit to all		

Proposed Active Transport Routes

Overview and Methodology

The plan is to create a safe, convenient and connected active transport network. A principal active transport network has been identified with both primary and secondary routes. This network connects to the major and satellite centres of Maitland, encouraging active transport for short trips and make it a viable option for longer distance trips.

The plan does not aim to provide pedestrian and cycling infrastructure recommendations for every street within the LGA, rather it aims to provide guidance and actions to develop key routes. It considers practical impacts and constraints but is ultimately a guiding document for the future of Maitland's regional active transport.

Based on the above, three primary active transport route hierarchies were considered as described in Table 7.1.

Table 7.1

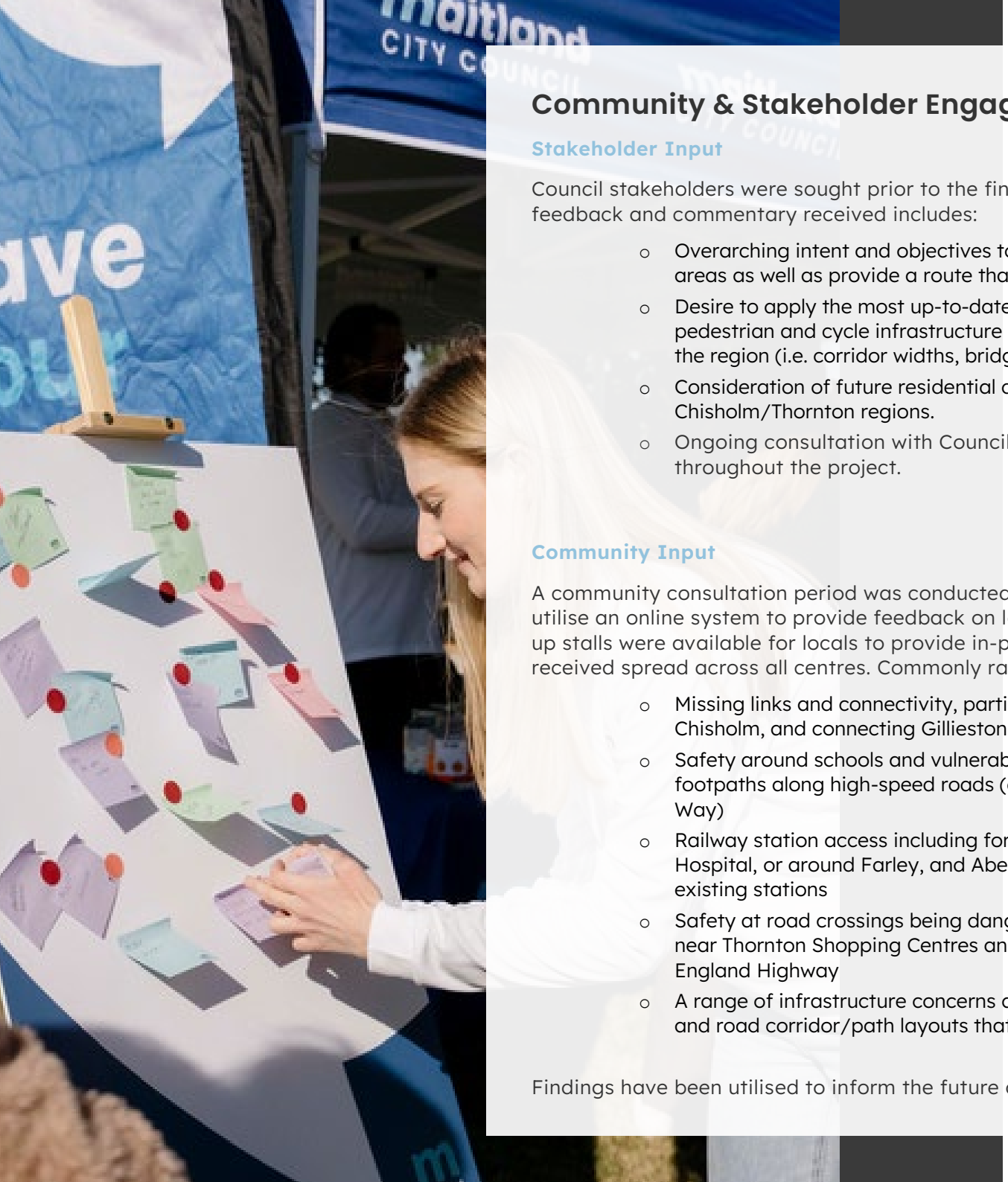
Route Hierarchy	Users	Description
Primary Active Transport Corridors	- Preferred: Cyclists and pedestrians - Minimum: Cyclists with pedestrian network provided	- Major movement active transport corridors - Routes connecting the key activity centres of Maitland - High level of multi-modal movement - Can support high place intensity
Secondary Active Transport Corridors	- Preferred: Cyclists and pedestrians - Minimum: Cyclists with pedestrian network provided at alternative routes	- Moderate place intensity and movement function that connects neighbourhoods to activity centres - Connects neighbourhoods, linking residential areas with area destinations such as centres, schools and transport hubs - Links to Primary Route
Local Collector Routes & Paths	- Preferred: Cyclists and Pedestrians - Minimum: Pedestrians	- Connection within neighbourhood areas to local destinations - Links to nearest Secondary or Primary route

The principal network is intended to act as 'core' routes that future development, local paths, and recreational routes should link with to best encourage active transport use. It is intended to provide a basis for building a robust active network throughout Maitland into the future.

The Principal Active Transport network has been refined and developed based on:

- Workshops and feedback with Council officers and stakeholders. Including information relating to future development planning and existing active route project proposals.
- A Community Engagement and Feedback period on network issues
- Technical site audits through all centre locations, complimented with online aerial investigations.

The principal network acts as the 'arterial' network that lower demand pedestrian paths and connections can link into. Considering the size of the Maitland LGA and its multiple activity centres the principal network has been developed that includes a single Primary route and a number of Secondary routes.



Community & Stakeholder Engagement

Stakeholder Input

Council stakeholders were sought prior to the finalisation of the Principal Route network. A sample of feedback and commentary received includes:

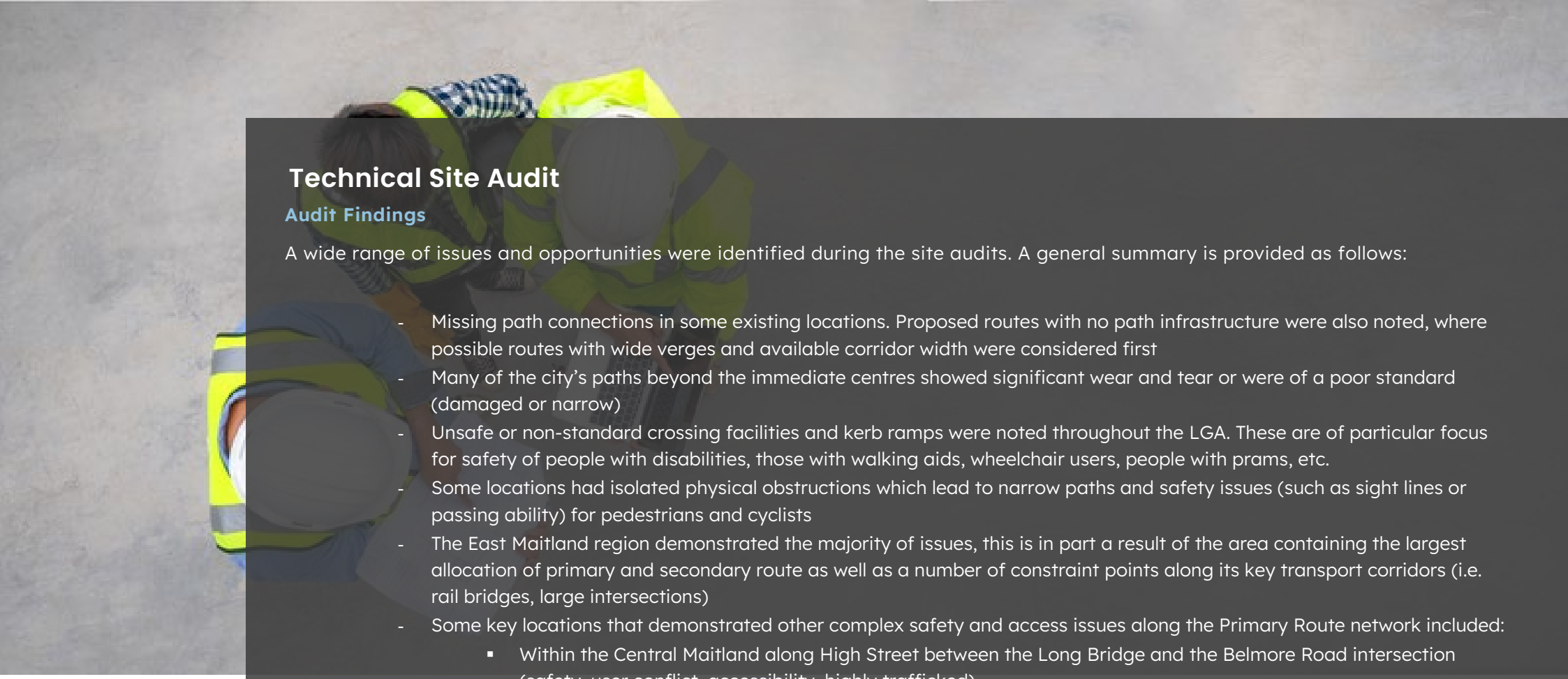
- Overarching intent and objectives to improve active transport infrastructure in key activity areas as well as provide a route that links the various centres
- Desire to apply the most up-to-date State and National standards for the design of pedestrian and cycle infrastructure whilst ensuring a balance with the reality of constraints in the region (i.e. corridor widths, bridge locations, geography, etc)
- Consideration of future residential development areas to the west of Rutherford and in the Chisholm/Thornton regions.
- Ongoing consultation with Council's project team occurred via fortnightly meetings throughout the project.

Community Input

A community consultation period was conducted in September 2025 where the Maitland residents could utilise an online system to provide feedback on local and regional active transport issues. Three (3) pop up stalls were available for locals to provide in-person feedback. A total of 76 submissions were received spread across all centres. Commonly raised feedback included:

- Missing links and connectivity, particularly between Thornton and Chisholm, Morpeth and Chisholm, and connecting Gillieston Heights to the Central Maitland
- Safety around schools and vulnerable users such as walking or cycling to school with a lack of footpaths along high-speed roads (e.g., Kingstown Road, Farnsworth Street, and Highland Way)
- Railway station access including for new or upgraded facilities near the new Maitland Hospital, or around Farley, and Aberglasslyn. Respondents also noted accessibility issues at existing stations
- Safety at road crossings being dangerous for pedestrians and cyclists, such as the crossing near Thornton Shopping Centres and various points along Cessnock Road and the New England Highway
- A range of infrastructure concerns around uneven footpaths, grass areas that interrupt paths, and road corridor/path layouts that are unpleasant or unsafe for walking and cycling.

Findings have been utilised to inform the future actions.



Technical Site Audit

Audit Findings

A wide range of issues and opportunities were identified during the site audits. A general summary is provided as follows:

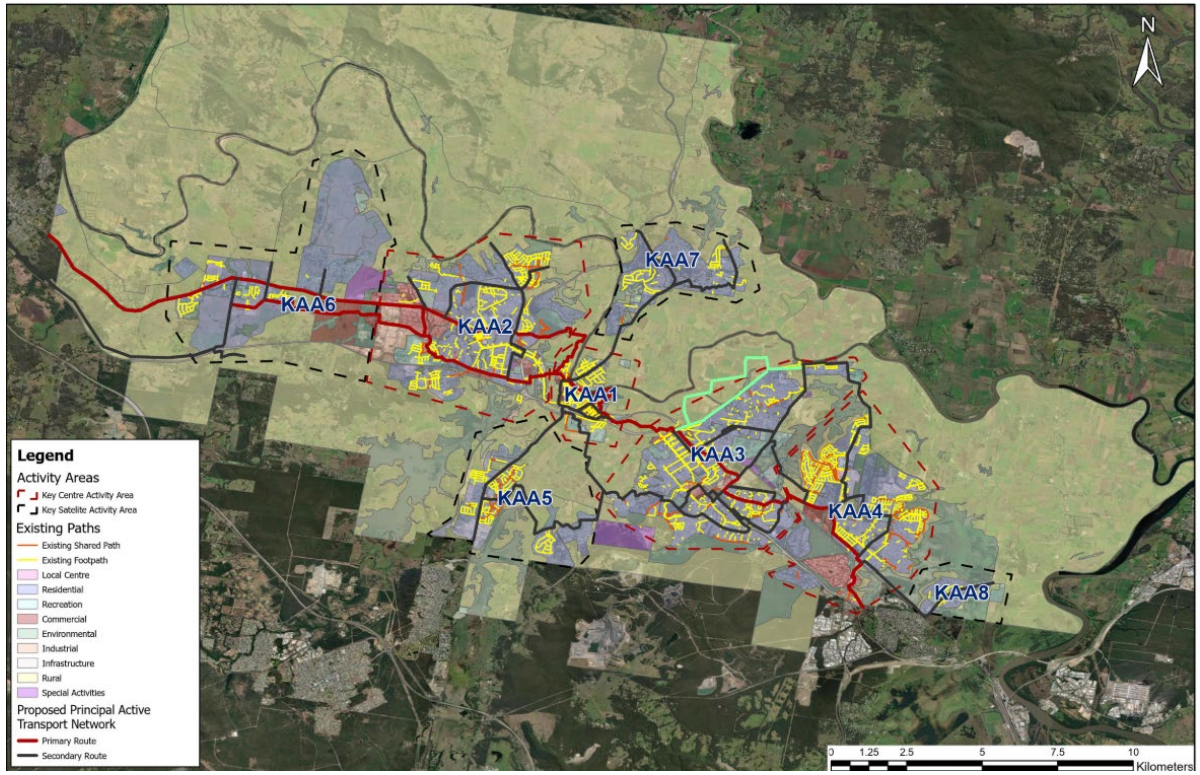
- Missing path connections in some existing locations. Proposed routes with no path infrastructure were also noted, where possible routes with wide verges and available corridor width were considered first
- Many of the city's paths beyond the immediate centres showed significant wear and tear or were of a poor standard (damaged or narrow)
- Unsafe or non-standard crossing facilities and kerb ramps were noted throughout the LGA. These are of particular focus for safety of people with disabilities, those with walking aids, wheelchair users, people with prams, etc.
- Some locations had isolated physical obstructions which lead to narrow paths and safety issues (such as sight lines or passing ability) for pedestrians and cyclists
- The East Maitland region demonstrated the majority of issues, this is in part a result of the area containing the largest allocation of primary and secondary route as well as a number of constraint points along its key transport corridors (i.e. rail bridges, large intersections)
- Some key locations that demonstrated other complex safety and access issues along the Primary Route network included:
    - Within the Central Maitland along High Street between the Long Bridge and the Belmore Road intersection (safety, user conflict, accessibility, highly trafficked)
    - Telarah at the Green Street to Telarah Street intersections (user conflict, safety)
    - East Maitland between Pitancree Road and Banks Street/Day Street, specifically along Melbourne Street (crossing, safety, accessibility, high vehicle volumes)
    - Metford Station to Raymond Terrace Road rail crossing (access)
    - East-West crossing over Thornton Road (high traffic volume and speeds, wide road)

The principal route network considers the above findings to establish a network grounded in what infrastructure is already available to be built upon in Maitland.

Principal Active Transport Network

Overview and Methodology

The overall proposed Principal Active Transport Network. Including a single ‘Primary’ route running east to west that links the four Major Centres and a number of ‘Secondary’ routes linking the wider urban aspects of the Major Centres and the regions Satellite Centres to the Primary Route.

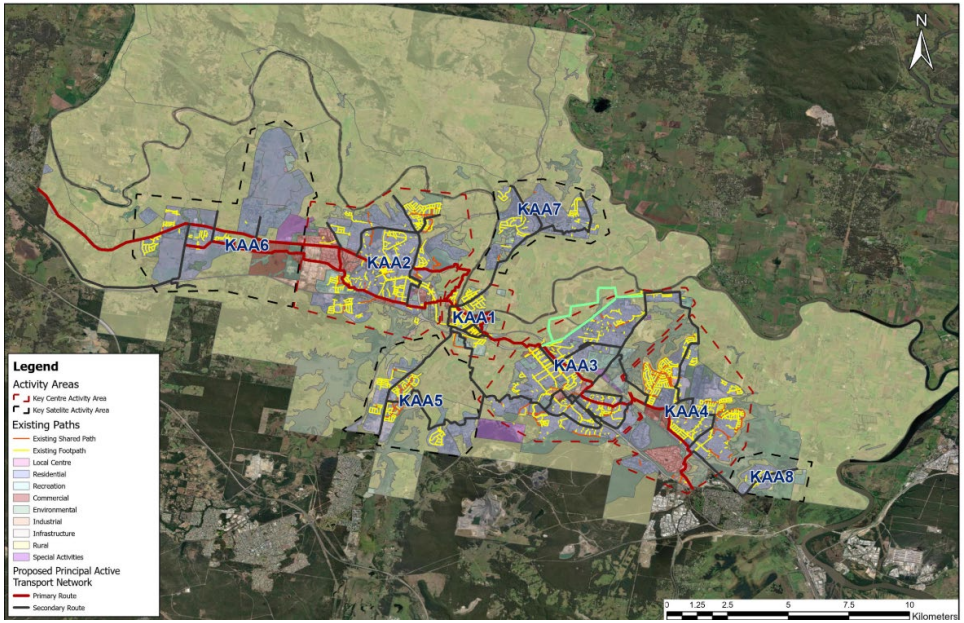


Establishment of this Primary and Secondary route network is considered the core focus of Maitland’s Active Transport Plan. As such, the resulting Actions Plan and recommendations stemming for this work focus on what is required to gradually achieve a high-quality principal network across the region.

Figure 0.1: Principal Active Transport Network (Primary and Secondary Routes)

Development of Urban Release Areas (URA) and new neighbourhoods

Major subdivision development is occurring in the Maitland LGA in new urban release areas. These subdivisions will include new active transport infrastructure which will connect into primary and secondary routes that have been identified in this plan. The active transport infrastructure will be informed by the development application and the development control plan.



Project Segments

Actions Plan and prioritisation for the development of the Principal Route Network, has been divided into 'Project Segments'. Project segments have been identified based on the number of issues, length of project segment, cost and connectivity (e.g. intersection to intersection).

Figure 0.2: Example Project Segments

Key Activity Area ID	Location	Project Segments in KAA
KAA1	Lorn (Central Maitland, Lorn, South Maitland)	10
KAA2	Rutherford (Rutherford, Aberglasslyn, Oakhampton Heights, Farley)	15
KAA3	East Maitland (East Maitland, Tenambit, Morpeth)	19
KAA4	Chisholm and Thornton	8
KAA5	Gillieston Heights (Gillieston Heights, Louth Park)	3
KAA6	Lochinvar (Lochinvar, Windella, Anambah)	12
KAA7	Bolwarra (Bolwarra, Bolwarra Heights, Largs)	3
KAA8	Woodberry	1
Total Projects		**71**

Recommended Design Standards

Recommended design standards are classified by the route, i.e. primary or secondary, and hierarchy of the road. The recommendations cover width and inclusion of carriageway, path, cycle lanes, verges, parking lanes, planting strips, etc.

Council's existing standard road cross sections have been updated to align with the principles of Universal Design, which aims to provide all-inclusive access that eliminates the need for adaptation and specialised design for mobility-impaired community members. The design standards recommended also aim to align with TfNSW DORAS.

Design standard recommendations consider existing road corridors and site inspection findings alongside the state-based recommendations for active transport routes. However, **recommendations should be carefully considered on a case-by-case basis.** Solutions in developing a new network need to be flexible and considered key constraints both geographically and economically.

Route Hierarchy	Desired Provisions – Gold Standard	Silver Standard
Primary Active Transport Routes	- 3.0m wide separated bicycle path with minimum 1.5m wide path for pedestrians - 4.5m wide segregated path - Quietway street - Shared zone street	- 2.5m - 3.0m wide shared path
Secondary Active Transport Routes	- 3.0m wide separated bicycle path with minimum 1.5m wide path for pedestrians - Generally, 4.3m wide shared path - Quietway street - Shared zone street	- 2.5m - 3.0m wide shared path
Local Pedestrian Collectors & Paths	- Cyclist awareness (as required) - 1.5m footpath	- 1.5m footpath

All following road cross-section recommendations build on the above desirable Standards whilst considering:

- Existing provision for vehicles and parking in Council's current sectional requirements
- Available road corridor widths throughout the Principal Network
- On-site technical audit findings
- Council's project team and key stakeholder feedback
- It is noted that on width restricted roads, which are primarily **state roads,** any proposed road cross sections recommendations for the carriageway, including the parking lane, kerb and gutter, will be disregarded as Council is not the road authority.

Two (2) cross-section recommendations are provided for each road type, one for the designated Primary Route and one for the Secondary Route. Recommendations for the Primary Route are provided as a high-quality active transport corridor or 'Gold Standard', these recommendations are designs that incorporate the best outcome when there are not economic, physical, or geographical constraints. A 'Silver Standard' is provided presenting a practical and high-quality design alternative which provides active transport options that can be delivered within the existing network. Similarly, the 'Silver Standard' has two (2) cross section recommendations provided for each road type.

Action Plan

Overview

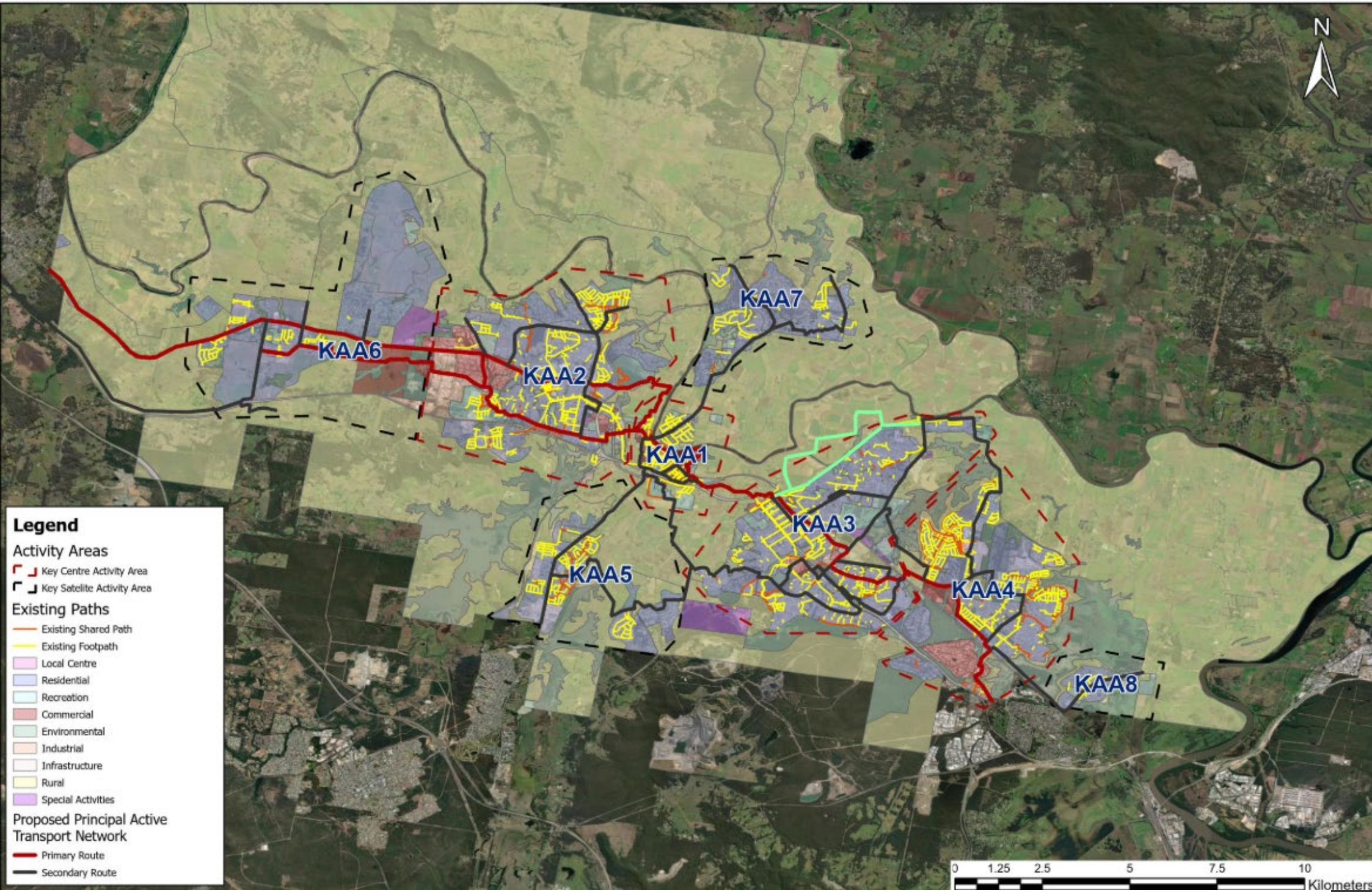
The development of The Strategy Actions Plan involved:

- Review of Principal route opportunities and constraints, including identification of issues during technical site audits and consideration of community and stakeholder feedback
- Development of road corridor recommendations for the various road hierarchies across the city
- Investigation of upgrade recommendations for each of the site audit's raised issues
- Defining Project Segments of the proposed Principal Route Network noting key upgrade recommendations and constraints for each
- Development of 10 category Multi-Criteria Assessment (MCA) to determine which projects offer the most benefit
- Determining a final Actions Plan to guide the development of the principal network.

Ultimate desirable corridor: Based on preferred road cross-section, often including road realignment, separated cycleways and wider footpaths where possible. Applied along an entire Project segment this is anticipated to be a long-term objective for the identified routes

Localised improvements: Including recommendations for existing infrastructure based on issues identified during site audits or stakeholder consultation. Many identified recommendations may be undertaken as short to medium term works that improve existing infrastructure

The Actions Plan is considered a first step in the implementation of Maitland's Active Transport Plan. Each 'Project Segment' identified should be further investigated in detail in order to mould the corridor design to suit any unique pinch points the Segment may have and to conduct feasibility investigations.


N
KAA6
KAA2
KAA7
KAA1
KAA3
KAA5
KAA4
KAA8
Legend
Activity Areas
Key Centre Activity Area
Key Satelite Activity Area
Existing Paths
Existing Shared Path
Existing Footpath
Local Centre
Residential
Recreation
Commercial
Environmental
Industrial
Infrastructure
Rural
Special Activities
Proposed Principal Active Transport Network
Primary Route
Secondary Route
0
1.25
2.5
5
7.5
10
Kilometers

Action Prioritisation

A Multi-Criteria Assessment (MCA) was undertaken to evaluate and assist in the prioritisation of the projects and their associated upgrades.

The MCA includes qualitative and quantitative criteria, and the approach allows for the relative importance of a broad range of impacts and benefits to be considered. A total of 10 criteria were selected, including nine criteria related to potential benefits, one criteria related to impacts (i.e. costs).

Criteria	Description	Measurement and Scoring Method
2021 Population	Number of residents located in proximity to the proposed link / upgrade according to 2021 ABS Census Data	Scored based on population numbers within 400m of the proposed link / upgrades. Highest number of residents = 10 Lowest number of residents = 1
2041 Population	Number of residents located in proximity to the proposed link / upgrade according to projected population data derived from Travel Zone Projections 2024 (TZP24)	Scored based on population numbers within 400m of the proposed link / upgrades. Highest number of residents = 10 Lowest number of residents = 1
Employment	Number of jobs located in proximity to the proposed link / upgrade	Scored based on employment numbers within 400m of the proposed link / upgrades. Highest number of jobs = 10 Lowest number of jobs = 1
Enrolments	Number of schools and tertiary education enrolments in proximity to the proposed link / upgrade	Scored based on student enrolments numbers within 400m of the proposed link / upgrades. Highest number of enrolments = 10 Lowest number of enrolments = 1
Coverage	The increase in active transport network coverage	Measured based on km of new active transport network coverage, where an active transport link is not currently present. Highest additional network coverage = 10 Lowest additional network coverage = 1
Connectivity	Connectivity to key areas of interest such as shopping centres, educational precincts, hospital, aged care facilities etc.	Measured based on the number of key areas of interest within 400m of the proposed link / upgrade. Highest number of connections = 10 Lowest number of connections = 1
Directness	Directness of connections between the suburbs and the CBD	A qualitative assessment measured based on the directness of connections between the suburbs and the CBD. Most direct link = 10 Least direct link = 1
Perceived Community Benefit	The perceived benefit and importance of the active transport link / upgrade by the community	Measured based on feedback received by the community on perceived benefit and importance of the active transport link / upgrade. Most perceived benefit = 10 Least perceived benefit = 1
Safety	Benefit to vulnerable user safety	Considers number of existing crashes & safety considerations identified during technical site audits. High safety benefit = 10 Low safety benefit = 1
Costs	Foreseeable construction costs in $(2026)	Measured in foreseeable construction cost $(2026). Lowest cost = 10 Highest cost = 1

Project Action Plan

The Project Action Plan is listed in the table below. The multi-criteria assessment will be used to prioritise the action plan, dictating the schedule of works taking into account costs, community feedback and capital works scheduling.

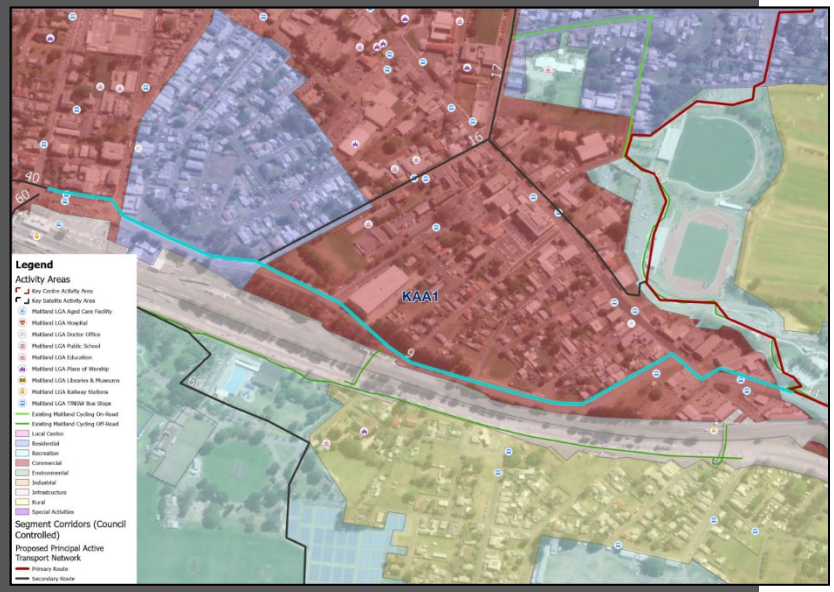
Table 0.1: Key Segment Corridor Projects

Project Segment	Frontage Street	Start Location	End Location
1	Old North Road	Station Lane	Old North Road
2	River Road	New England Highway	River Road
3	Anambah Road	New England Highway	Anambah Road
4	New England Highway	Springfield Drive	Kyle Street
5	Aberglasslyn Road	McKeachie Drive	Aberglasslyn Lane
6	Telarah Street	Green Street	High Street
7	Tocal Road	Paterson Road	Mount Harris Drive
8	Corina Avenue, Margot Close, April Circuit, Betula Avenue, Robinia Close, Largs Avenue, High Street	Paterson Road	Paterson Road
9	Abbott Street, Athel Dombrain Drive	Church Street	High Street
10	S Seas Drive, Chisholm Road	Chisholm Road	New England Highway
11	Raymond Terrace Road, Hillgate Drive, Government Road, Edwards Avenue, Railway Avenue,	Haussman Drive	Glenroy Street
12	Chisholm Road	Chelmsford Drive	S Seas Drive
13	Woodberry Road	Addison Street	Nilands Lane
14	Chelmsford Drive	Metford Road	Schanck Drive
15	Cessnock Road	Walker Street	Main Road
16	Victoria Street, High Street	Athel Dombrain Drive	Ward Street
17	Hunter Street	High Street	Hunter Street
18	Cantwell Road	New England Highway	Cantwell Road
19		Nelson Street	Old North Road
20	Chamomile Street	Metford Road	Harvest Road

21	New England Highway	Orient Street	New England Highway
22	New England Highway	New England Highway	Station Lane
23	New England Highway	Station Lane	Robert Road
24	Station Lane	New England Highway	Springfield Drive
25	Station Lane	Springfield Drive	Old North Road
26	Springfield Drive/Herdsman Road	Station Lane	Winders Lane
27	Christopher Road	Winder Lane	Kyle Street
28	Springfield Drive	New England Highway	Herdsman Road
29	New England Highway	Kyle Street	Shipley Drive
30	Kyle Street	Kyle Street	Shipley Drive
31	Shipley Drive	New England Highway	Kyle Street
32	Racecourse Road, Victory Way, Grand Parade, Regiment Road	Racecourse Road	Wollombi Road
33	Green Street	Wollombi Road	South Street
34	New England Highway	Shipley Drive	Alexandra Avenue
35	Alexanda Avenue	New England Highway	Aberglasslyn Road
36	Denton Park Road	New England Highway	Aberglasslyn Road
37	McKeachie Drive, Oakhampton Road	Aberglasslyn	Oakhampton Road
38	Aberglasslyn Road	Alexandra Avenue	Denton Park Road
39	Aberglasslyn Road, Queen Street, John Street, Gillies Street, South Street	Alexandra Avenue	Green Street
40	Ken Tubman Road, Allan Walsh Drive	High Street	Railway Street
41	Dagworth Drive, Hill Crest Drive, Redwood Drive	Louth Park Drive	Cessnock Road
42	Gullivers Lane, Reflection Drive, Louth Park Drive	Reflections Drive	Dagworth Drive
43	Molly Morgan Drive, Chelmsford Drive	Mitchell Drive	Chelmsford Drive
44	High Street	Sparke Street	Melbourne Street
45	Day Street	Melbourne Street	Fieldsend Street
46	Fieldsend Street, Metford Road	Brunswick Street	Chelmsford Drive
47	Chelmsford Drive, Schanck Drive	Metford Road	McCubbin Close
48	Raymond Terrace Road	McCubbins Close	Haussman Drive

49	Ferraby Drive	New England Highway	McCubbin Close
50	The Boulevarde	Mitchel Drive	Chisholm Road
51	Maize Street, Metford Road	Goldingham Street	Fieldsend Street
52	Haussman Drive	Raymond Terrace Road	Haussman Drive
53	Lawes Street	Melbourne Street	High Street
54	High Street	Lawes Street	Hinder Street
55	Belmore Street	High Street	Melrose Street
56	Belmore Road, Paterson Road	Melrose Street	Corina Avenue
57	Waterworks Road	Aberglasslyn Road	Walking Trail
58	Swan Street, Edward Street, Duckenfield Road, McFarlanes Road	Robert Street	Settlers Boulevard
59	Haussman Drive, Karuah Street, Thornton Road, Hartley Drive, Glenwood Drive	Hausmann Drive	Anderson Drive
60	Transvaal Avenue	Athel Dombrain Drive	Park Street
61	Park Street, Louth Park Road, Gullivers Road, Gullivers Lane,	Park Street	Reflection Drive
62	High Street	Regent Street	Belmore Road
63	Oakhampton Road	High Street	Lake Trail
64	Robins Street, Radford Street, Raglan Street, Street	Belmore Street	High Street
65	Glenroy Street	Karuah Drive	Lawson Avenue
66	Kenneth Street, View Street, Maize Street,	Hinder Street	Goldingham Street
67	Goldingham Street	Maize Street	Tank Street
68	Settlers Boulevard	McFarlanes Road	Raymond Terrace Road
69	Turnbull Drive, Brunswick Street, Chisholm Road	Gullivers Road	Chisholm Road
70	Sayce Close, Dumaresq Parade		Ferraby Drive
71	Tank Street	Goldingham Street	Swan Street

Significant Projects



Significant Project 1

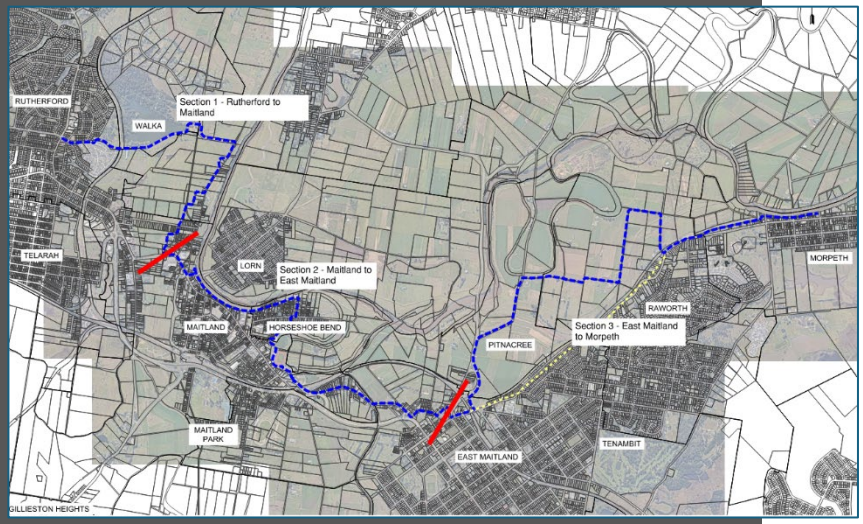
Located adjacent to (and through) the Central Maitland commercial corridor and presents the following key aspects and considerations:

- Runs from Maitland Train Station and along the lower boundary of Maitland commercial areas to High Street
- Runs primarily along Railway Street, Athel D'Ombrain Drive, Abbot Street and High Street with some existing paths and varying carriageway width
- Provides a safe off-road path for both pedestrians and cyclists on shared paths, without conflicting the higher and slower pedestrian movement
- Provides dedicated on-road bicycle lanes, particularly at the eastern end of Abbot Street. Shared bicycle and parking lanes are present along Athel D'Ombrain Drive
- Presents challenges with limited carriageway width, particularly at the intersection of Athel D'Ombrain Drive and Abbot Street. and on High Street

Significant Project 2

Located in the eastern extent of East Maitland and presents the following key aspects and considerations:

- Provides key link between the busy East Maitland area, local schools and the Metford Station
- Link is also important to the proposed ultimate connection via Metford Station to the Chrisholm/Thornton residential areas
- Existing planting strip with carriageway median and frontage with Metford Public School are a key location for ensuring safe road outcomes for vulnerable users
- Covers a significant density of residential population. These locations are often overlooked in wider Strategy project funding but providing high quality local link infrastructure is critical to encouraging modal shift
- Challenges and constraints along this route are limited.



Significant Project 3 – Morpeth to Walka Shared Path

One of Councils significant active transport projects is a connection from Walka Water Works to Morpeth. The project will provide a shared path connecting our city and traversing significant tourist attractions. The project has been split into three (3) sections, Walka to Maitland (1), Maitland to East Maitland (2), East Maitland to Morpeth (3). The first two sections the route selection has been confirmed, the final section is undertaking a route analysis and community feedback (2026).

- Provides key link between the significant tourist attractors in Maitland
- The path can be used as both a recreational and a practical Route.
- Funding has been sought and have had successful grants to achieve completion of works involved.
- Links major residential populations which have historic footpath infrastructure with limited funding from development.
- Provides challenges including land acquisition, flooding, collaboration with different government entities.

Recommendations

Overview and Methodology

The implementation of a Principal Active Transport network including Primary and Secondary routes that connect all activity centres in the LGA

- Council should seek to implement updates to road cross-sections according to Gold Standard or Silver standard were deemed appropriate and achievable.
- Council should investigate and ensure appropriate funding for project segments
- Council should lobby for state government involvement for project segments along state-controlled roads on primary and secondary routes
- Detailed feasibility studies of recommended project-segments across the proposed Principal network by order of 'most benefit' to 'least benefit' for the community. Each project will incorporate long-term planning for whole-of-segment upgrades (including reconfigurations of road corridors for new cycleways and paths) and short-term localised upgrades to improve active transport infrastructure within the existing network
- Review local planning policy and active travel programs to implement direction for long-term planning, bring best practice standards into effect, and integrate ideas such as workshops, walking teams and travel behaviour change programs.

It is further recommended that Council seek external grant funding opportunities to undertake a Detailed Design of the two Significant projects, within a 5–7-year timeframe.

Next Steps

Recommended next stages for the Active Transport Plan are for Council to:

- Investigate funding items
- Organise funding sources to establish a budget and over what timeframe
- Establish an implementation program
- Monitor the implementation of the Plan and its outcomes in conjunction with other relevant Council projects and plans.

Funding and budget for recommendations should be identified and set in the budget and higher priority works be given precedence.

It is common to have a monitoring program for the Plan which would typically involve:

- Recording of all proposed active transport works in a database
- Review of active transport usage and mode share
- Analysis of crash statistics
- Collection of active transport count information
- Periodic updating of the Plan.