

Port Macquarie-Hastings Integrated Transport Plan Progress Update

Reporting Period: 1 September 2024 - 31 August 2025

This report provides a 12-month progress update on the implementation of the Integrated Transport Plan (ITP), adopted in August 2024. The plan contains 110 strategic actions aimed at creating a more connected, efficient and sustainable transport network for our community. It also serves as a strategic tool to guide investment across the region and support advocacy for identified transport improvements. Working in partnership with Transport for NSW (TfNSW), this annual update demonstrates progress on our key transport priorities while providing transparency on implementation timelines and outcomes achieved to date.

Integrated Transport Plan Vision

We have a well-connected, safe, accessible and sustainable transport system that helps create great places, positively contributes the health and wellbeing of our community and a strong economy, while protecting our natural environment and unique character of our towns and villages.

Overall Progress

Indicative timing & priority	# Totals Actions	# Actions programmed for 2024-25	Status 2024-25
Total Actions	110*	57	●
Short Term	60	38	●
Short Medium	27	12	●
Medium Term	23	7	●

*Total includes ITP actions and sub-actions

Progress has been made on the 57 actions planned for 2024-25. This represents 52% of the 110 strategic actions in the ITP being commenced, which are scheduled for delivery across short, short-medium and medium-term timeframes in partnership with TfNSW. As a high-level strategic document addressing complex and large-scale transport infrastructure improvements, progress is necessarily incremental and measured over multiple years rather than annual completion targets. This means many actions are scheduled to commence in later years of the plan.

Port Macquarie Hastings Council (Council) is actively progressing actions within our direct control and available resources, with notable progress in active transport initiatives. These include the Beach-to-Beach connection, adoption of the Walking and Cycling Plan, duplication of Ocean Road and the commencement of traffic modelling to assess future transport infrastructure and network needs in response to forecast population growth and housing targets. Council also continues to advocate to the State Government for investment in the broader network improvements our community needs (i.e. Oxley Highway Corridor, Wrights Road and Lake Road intersections).

The collaborative nature of this plan means sustained progress depends on ongoing partnership coordination, funding alignment, and the practical timeline required for major infrastructure development.

Performance Snapshot - Mode Shift KPIs and Targets

Mode Shift Target		Current (%) of trip method	Target (%)	Preferred Trend
	Walking	3.3%	6.1%	↑
	Cycling	0.5%	1.4%	↑
	Public Transport	0.7%	2.3%	↑
	Car (Driver)	93.0%	87.4%	↓

Source: Australian Bureau of Statistics (2021). These figures will be updated when new data becomes available following the next Census in August 2026.

Key Achievements

✓	Council adopted the Walking and Cycling Plan in May 2025, following extensive community consultation. As a sub-plan to the ITP, it aims to deliver a safer and more connected active transport network. It establishes a prioritised project list based on community need, safety deficiencies and connectivity gaps to guide Council investment decisions and strengthen advocacy for external funding to deliver identified improvements.
✓	The duplication of Ocean Drive between Matthew Flinders Drive and Greenmeadows Drive, designed to increase traffic capacity along this corridor, will be completed in the 2025-26 financial year. This investment, which includes pedestrian and cycleway infrastructure, is jointly funded through a NSW Government grant and Council.
✓	TfNSW have advised the draft Oxley Highway Business Case is in the final stages of quality assurance testing. A briefing will be provided to Council when completed.
✓	The NSW Government has committed \$20 million for design and delivery of improvements to the Oxley Highway/Pacific Highway interchange at Port Macquarie: Stage 1 - Western side to Billabong Drive and Stage 2 - Eastern side to Service Centre (<i>subject to funding</i>)
✓	Council completed traffic modelling in June 2025 to identify infrastructure needs resulting from forecast population growth and additional housing under the Thrumster Structure Plan and the Sancrox and Fernbank Creek Structure Plan.
✓	Council commenced the Area Wide Traffic Study to update the local government area (LGA) traffic model and evaluate future infrastructure and network improvements, taking into account different land use scenarios.
✓	Council delivered Beach to Beach Stage D3 (from Tip Road to 22 The Boulevard) and Stage D5 (a complex boardwalk suspended above the water between 28 and 33 The Boulevard). This \$3.65 million investment provides an 8.3 km continuous shared path from the North Haven break wall to the Dunbogan Reserve, enhancing connectivity for pedestrians and cyclists.
✓	Council is progressing the design and environmental approvals for the duplication of Lake Road between Ocean Drive and Chestnut Road. When constructed it will result in the full duplication of Lake Road delivering significant improvements in traffic flow, safety, and accessibility for all road users, including pedestrians and cyclists.
✓	Completion of the \$2.4 million upgrade of the intersection at Gordon and Horton Streets. The project supports the growing population by facilitating improved traffic flow into the CBD and pedestrian accessibility. It also includes upgraded infrastructure - new street lighting, additional stormwater drainage and new pedestrian crossings to enhance safety and efficiency.
✓	Council received (\$443,296 inclusive of \$57,821 contingency) to undertake a detailed design of a shared pathway between the Health and Education Precinct (HEP) and Port Macquarie Town Centre under the Get NSW Active grant program.
✓	Partnership and collaboration with Transport for NSW continues to strengthen.



Lighthouse Plaza (June 2025)



Greenmeadows Dr Intersection (June 2025)



Beach to Beach (August 2025)



Gordon Street/ Horton St Intersection

Risks & Challenges



Funding availability: Strategic transport infrastructure plans are in place, such as the Integrated Transport Plan and the Walking and Cycling Plan. However many actions are unfunded and reliant on future grant opportunities or progression by the NSW Government.



Public transport uptake: Public transport uptake remains low, highlighting the need for behavioural change and service improvements. Increasing the proportion of infill development to at least 40% over the next 20 years, as outlined in Council's Living and Place Strategy, will be critical to supporting this shift. Concentrating growth within established urban areas enables more efficient public transport networks by increasing population density near existing services, reducing travel distances, and making frequent, reliable services more viable and cost-effective.



Congestion hotspots: continue in key corridors and intersections (e.g. Oxley Highway, Lake Road, Wrights Road).



Coordination across agencies is essential to maintain momentum and avoid duplication.



Delivery timelines: Given the complexity of large scale transport infrastructure projects, indicative delivery timelines may need to be adjusted to reflect detailed planning, funding cycles, and technical requirements. Addressing complex and large-scale transport infrastructure improvements requires a phased approach, with progress occurring gradually over the medium to long term.



Active transport solutions: Limited funding available to deliver identified network improvements.

Upcoming Priorities for 2025-26

↑	Progressing a Council-led Area Wide Traffic Study to provide an updated LGA traffic model
↑	Lake Road Duplication, Ocean Drive to Chestnut Road detailed design
↑	Council led detailed design of HEP to Port Macquarie Town Centre Shared Pathway under Get NSW Active grant program
↑	Oxley Highway Corridor Business finalisation by TfNSW and briefing to Council
↑	Progressing Port Macquarie Parking Precinct Plan
↑	Continued advocacy to the State Government for investment in key projects including Wrights Road Roundabout, Lake Road and King Creek intersections, as well as the broader network improvements our community needs

ITP Key Focus Areas and Progress

Major works and creative initiatives proposed for delivery and highlights are set out below.

Priority 1 - Reducing Congestion + improve the movement of people & freight

Responsibility: TfNSW and Council

Time frame: Short-medium term

Target Outcome	Proposed solutions	Highlights 2024-25
 Reduce congestion through the key corridors (Lake Road, Ocean Drive, Oxley Highway, Hastings River Drive) through a variety of methods, including road infrastructure upgrades and improved active and public transport alternatives	Finalise Oxley Highway Business Case for Oxley Highway Futures Growth Program	TfNSW have advised the draft Oxley Highway Business Case is in the final stages of quality assurance testing. A briefing will be provided to Council when completed.
	Wright's Road and Lake Road intersection Upgrades preferred options	For the Oxley Highway Corridor, TfNSW has committed to designing and delivering upgrades to the Oxley Highway/Pacific Highway interchange at Port Macquarie, including increased storage capacity on the northbound off-ramp to improve traffic flow and congestion.
	Oxley Highway King Creek Road Intersection upgrade	TfNSW is progressing the King Creek/Oxley Highway intersection design.
	End of trip facilities for pedestrians and cyclists at key locations	Walking and Cycling Plan adopted by Council in May 2025 providing a detailed road map and priority framework for delivering active transport connections across the LGA network.
	Cyclist and pedestrian connections through the key corridors	

Priority 2: Active transport and micromobility - healthy streets visions

Responsibility: TfNSW and Council

Time frame: Short-medium term

Target Outcome	Proposed solutions	Highlights 2024-25
 Enhance current transport infrastructure through	Embed Healthy Streets Assessment and methodology at key locations to improve safety,	Walking and Cycling Plan adopted by Council in May 2025 providing a detailed road map and priority framework for delivering active

Priority 2: Active transport and micromobility - healthy streets visions

Responsibility: TfNSW and Council

Time frame: Short-medium term

Target Outcome	Proposed solutions	Highlights 2024-25
streetscape upgrades to improve accessibility, safety and community connection, while supporting diverse transport modes	walking and cycling access, reduce congestions and improve liveability and character	transport connections across the LGA network.

Priority 3: Active transport and micro-mobility - active transport connections

Responsibility: Council

Time frame: Short-medium term

Target Outcome	Proposed solutions	Highlights 2024-25
 Safe and accessible walking and cycling routes connecting key destinations across the region	Construct remaining stages of Beach-to-Beach Shared Pathway between North Haven Break Wall and Pilot Beach	Stage D5 of the Beach-to-Beach Shared Pathway was delivered 2025-26, completing a continuous 0.16 km route to Dunbogan Reserve. Stage D3 - 0.33 km distance, Tip Road to 22 The Boulevarde was completed in 2023-24.
	Deliver Schools-to-Schools path connection from Kendall to Laurieton	Design for the Schools-to-Schools path between Kew and Kendall is complete; remaining design to Laurieton is progressing under the Wastewater Diversion Scheme in 2025-26.
	Implement ITP identified active transport and micro mobility corridors	Ocean Drive duplication includes a shared path and is expected to be completed by late 2025. Council received a 2025-26 Get NSW Active grant for the detailed design of a shared pathway between the Health and Education Precinct and Port Macquarie Town Centre.
	Improve walking and cycling route connectivity within Wauchope	Walking and Cycling Plan adopted in May 2025. It is noted that although the Wauchope Get NSW Active grant application was unsuccessful, a commitment remains to future improvements.

Priority 4: Improving road safety

Responsibility: TfNSW and Council

Time frame: Short to medium term

Target Outcome	Proposed solutions	Highlights 2024-25
 Safer roads through improved infrastructure and intersection design, reducing accidents and encouraging safer travel	Finalise strategic designs for interim and long-term upgrades, including future grade separation, and secure funding for delivery for Houston Mitchell Drive-Pacific Highway intersection.	TfNSW has finalised the Houston Mitchel Drive intersection modelling. Options for short term works are expected to be completed shortly with long-term intersection design and cost options expected to follow.

Priority 4: Improving road safety

Responsibility: TfNSW and Council

Time frame: Short to medium term

Target Outcome	Proposed solutions	Highlights 2024-25
	Deliver the Pacific Highway-Oxley Highway Interchange upgrade to increase capacity on the northbound off-ramp.	The NSW Government has committed \$20 million to the design and delivery of improvements to the Pacific Highway and Oxley Highway Interchange to improve road safety, efficiency and increase capacity. These works will provide additional storage capacity of the northbound Pacific Highway off ramp.
	Upgrade Oxley Highway at King Creek Road to improve safety and reduce congestion	The upgrade of King Creek Road at its intersection with the Oxley Highway is progressing, with funding allocated this year for property acquisition and relocation of services. Transport for NSW is aiming to finalise detailed designs and cost estimates by October 2025, in preparation for a construction grant application.
	Improve priority intersections across the LGA, including Hastings River Drive, key local roads in Port Macquarie, (i.e. Ocean Drive corridor)	Completed the \$2.4 million upgrade of the Gordon and Horton Streets intersection, improving traffic flow into the CBD, pedestrian accessibility, and safety through new lighting, drainage, and crossings.

Priority 5: Catering for growth

Responsibility: TfNSW and Council

Time frame: Short to medium term

Target Outcome	Proposed solutions	Highlights 2024-25
 Public and active transport networks are planned, designed and constructed to cater for growth and sustainable development	Deliver the Thrumster Street upgrade and extension to support improved connectivity	GHD traffic modelling completed in June 2025 for growth scenarios - Thrumster (Area 13) and Sancrox/Fernbank Creek Structure Plans.
	Finalise modelling of additional local road transport links between Lake Road and the Health and Education Precinct as part of the business case for develop for Oxley Highway, Wrights Road / Lake Road upgrade	TfNSW have advised the draft Oxley Highway Business Case is in the final stages of quality assurance testing. A briefing will be provided to Council when completed. Council continues to advocate on behalf of the community for NSW Government investment in upgrades to this key corridor.
	Review traffic modelling in the Local Government Area to ensure modelling remains current and best informs transport solutions	Commenced the Area-Wide Traffic Study to update the LGA traffic model and guide future infrastructure planning based on land use scenarios.

Attachment A - ITP Action Progress Report

This section outlines the progress made by Council and Transport for NSW (TfNSW) on the 110 actions identified in the Integrated Transport Plan (ITP) over the past 12 months. As a strategic document, many of the major projects and solutions are designed for multi-year delivery, with progress occurring incrementally. Timeframes are indicative and are classified as short-term, short–medium term, medium-term, and long-term, meaning several actions are scheduled for future delivery, subject to funding availability. These are noted as ‘scheduled later.’

Responsibility for delivering the 110 actions is shared between Council and TfNSW, with 21 actions jointly led, 75 led by Council, 14 led by TfNSW plus an additional 2 requiring input from other parties (such as Department of Health, National Parks and Wildlife Services and Department of Education). *Sub-actions are shown in italics in the table below.*

KEY - Progress Status

 Completed	 Progressing as Scheduled	 Scheduled later	 Action Deferred
Implementation of the ITP's active transport objectives is now guided by the detailed Walking and Cycling Plan (May 2025), which provides prioritised project sequencing based on connectivity, equity and safety criteria to inform funding strategies. These actions are shown marked *			

KEY - Timing (proposed scheduling of actions)

ST Short term	S-M Short-medium term	M Medium term	L-T Long term
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ITP Community Category and Progress Status

Category	Abbreviation
Reducing Congestion and Improve the Movement of People and Freight	Congestion and Movement
Active Transport and Micromobility	Active Transport
Road Safety	Road Safety
Public Transport and Ride Sharing	Public Transport and Ride Sharing
Education/ Education (cultural)	Education / Education (cultural)
Technical System Improvements	Technical System



2024-25 ITP Action Progress Summary

WBS Action #	Corridor/ Area	Timing	Action & Sub-Action	Community Category	Who	Comment	Status
1.1.0	Oxley Highway	S-M	Develop and deliver pedestrian connections and separated cycle way along the Oxley Highway Corridor from the Health and Education Precinct to Port Macquarie City Centre including connections across the Oxley Highway between Hastings River Drive and Wrights Road	Active Transport	Joint	Council successfully received a 2025-26 Get NSW Active grant to undertake detailed design of an active mode corridor between the Health and Education Precinct and the Port Macquarie Town Centre. A majority of this project will be delivered in-house to reduce costs and improve efficiency in delivery. TfNSW are also working on the preliminary design of an on-road cycleway between HEP and the City Centre (predominantly northern side). This project will complement the Get NSW Active grant by delivering a dedicated on-road cycle lane and improving pedestrian safety through the separation of walking and cycling paths.	
1.1.1		S	<i>Design of cycle way and pedestrian connections along Oxley Highway Corridor</i>	Active Transport	Joint	See above comment	
1.1.2		S	<i>Delivery of cycle way and pedestrian connections along Oxley Highway from Widderson Street to Hastings River Drive</i>	Active Transport	Joint	See above comment	
1.1.3		M	<i>Delivery of cycle way and pedestrian connections along Oxley Highway from Wrights Road to Widderson Street</i>	Active Transport	Joint	See above comment Council delivered 375m shared path - Oxley Highway - Widderson Street to Fernhill Road	
1.2.0	Oxley Highway	S-M	Provide services and infrastructure to provide attractive alternative travel modes along Oxley Highway	Public Transport and Ride Sharing	Joint		

WBS Action #	Corridor/ Area	Timing	Action & Sub-Action	Community Category	Who	Comment	Status
1.2.1		S	<i>Develop and deliver end of trip facilities for Pedestrians and Cyclists at key locations including Port Macquarie CBD and Health and Education Precinct to support active transport use. Facilities may include showers, bike lockers, seats and water fountains*</i>	Active Transport	Council		
1.2.2		S	<i>Investigate options and undertake a business case, including concept design and estimates, for a bus interchange and/or park and ride share facilities to support increased services between the Health and Education Precinct, CBD and surrounding residential areas</i>	Public Transport and Ride Sharing	Council	Following the completion of the TfNSW led 16 Cities Service Improvement Program, 2020, Council wrote to the NSW Government requesting a trial of increased bus service frequencies earlier in the year. A response from TfNSW is pending.	
1.2.3		S	<i>Following a positively endorsing business case, deliver bus interchange and/or park and ride share facilities nearby to the Health and Education Precinct or otherwise determined location</i>	Public Transport and Ride Sharing	Joint		
1.3.0	Oxley Highway	S	Manage the Oxley Highway for growth, congestion, safety and operational concerns between the Oxley Highway / Pacific Highway interchange and Hastings River Drive	Congestion and Movement	TfNSW	This action has partially commenced, as it is linked to sub-action 1.3.1 - refer to comment below.	
1.3.1		S	<i>Completion of the final business case/s for Oxley Highway Future Growth Program</i>	Congestion and Movement	TfNSW	TfNSW is progressing the final business case for the Oxley Highway, which they have advised they will brief Council upon its completion.	
1.3.2		S-M	<i>Oxley Highway upgrades including Wrights Road, Lake Road, Phillip Charley and local network links, Wrights</i>	Congestion and Movement	TfNSW	Council continues to advocate on behalf of the community for NSW Government investment in upgrades to key corridors,	

WBS Action #	Corridor/ Area	Timing	Action & Sub-Action	Community Category	Who	Comment	Status
			<i>Road – Lake Road Upgrade: Commence implementation of preferred option at each location</i>			including the Oxley Highway, Wrights Road, and Lake Road. This advocacy aligns with the Councillors' four-year strategic priorities outlined in Council's Delivery Program 2025–2029.	
1.3.3		S	<i>Pacific Highway – Oxley Highway Interchange Upgrade to provide additional Capacity on the North Bound Off Ramp and complement works associated with the proposed Service Centre</i>	Road Safety	TfNSW	The NSW Government has committed \$20 million to the design and delivery of improvements to the Pacific Highway and Oxley Highway Interchange to improve road safety, efficiency and increase capacity. These works seek to provide safety and capacity improvements and provide additional storage capacity to the northbound Pacific Highway off ramp.	●
1.3.4		S	<i>Develop options to improve road safety for students and pedestrians between Widderson Street and Findlay Avenue</i>	Road Safety	TfNSW	Council successfully received a 2025-26 Get NSW Active grant to undertake detailed design of an active mode corridor between the Health and Education Precinct and the Port Macquarie Town Centre, which will include the section of shared path between Widderson Street and Findlay Avenue. TfNSW are also working on the preliminary design of an on-road cycleway between HEP and the City Centre (predominantly northern side). This project will complement the Get NSW Active grant by delivering a dedicated on-road cycle lane and improving pedestrian safety through the separation of walking and cycling paths.	●
1.3.5		M	<i>Provision of entry and/or exit ramps to/from the Oxley Highway on the eastern side of Carlie Jane Drive to</i>	Congestion and Movement	TfNSW		●

WBS Action #	Corridor/ Area	Timing	Action & Sub-Action	Community Category	Who	Comment	Status
			<i>reduce traffic congestion at John Oxley Drive and Sovereign Drive</i>				
1.3.6		M	<i>Upgrade the Oxley Highway / Hastings River Drive / Gordon Street / Ocean Drive intersection to increase turning capacity for right turn lanes</i>	Congestion and Movement	Council		
1.4.0	Oxley Highway	S	Manage the Oxley Highway for growth, congestion, safety and operational concerns between the Oxley Highway / Pacific Highway interchange and Wauchope	Congestion and Movement	TfNSW	This action has partially commenced, as indicated by its linkage to sub-action 1.4.1 - refer to comment below.	
1.4.1		S	<i>Deliver intersection upgrade for the Oxley Highway at King Creek Road to improve road safety and traffic congestion</i>	Road Safety	TfNSW	The upgrade of King Creek Road at its intersection with the Oxley Highway is progressing, with funding allocated this year for property acquisition and relocation of services. TfNSW expects the design phase and cost estimates to be finalised by October 2025, enabling a stronger case to submit an application for construction phase funding.	
1.4.2		S	<i>Monitor new development at Thrumster and Sancrox to consider need for any active transport crossings of Pacific Highway and Oxley Highway, to ensure local connectivity to town centres</i>	Congestion and Movement	Joint	Council finalised traffic modelling in June 2025 to assess the effect of population growth forecast in Thrumster, Sancrox, and Fernbank Creek Structure Plans. The modelling identified critical infrastructure needs under various greenfield development scenarios.	
1.4.3		S-M	<i>Enhance the resilience of the Oxley Highway corridor west of Wauchope to the impacts of natural disasters</i>	Road Safety	TfNSW	TfNSW have been undertaken ongoing remediation and upgrade works, in response to landslips and to enhance resilience of the Oxley Highway corridor. Nine project sites have been completed to date, three projects	

WBS Action #	Corridor/ Area	Timing	Action & Sub-Action	Community Category	Who	Comment	Status
						are in progress and one is in the planning stage.	
2.1.0	Health and Education Precinct	S	Develop Precinct Plans to coordinate and inform transport infrastructure and network development starting with the Health and Education Precinct (Health and Education Precinct)	Congestion and Movement	Council		
2.2.0	Health and Education Precinct	S-M	Provide additional transport links between Lake Road and the Health and Education Precinct to reduce congestion on the Oxley Highway and surrounding road network	Congestion and Movement	Joint	This action has partially commenced, as indicated by its linkage to sub-action 2.2.1 and 2.2.2 - refer to comments below.	
2.2.1		S	<i>Finalise modelling of additional local road transport links between Lake Road and the Health and Education Precinct</i>	Congestion and Movement	Joint	The modelling of additional local road transport links between Lake Road and the Health and Education Precinct has been undertaken by TfNSW, culminating in the preparation of several concept designs for supporting alternative access to the HEP.	
2.2.2		S	<i>Following business case development, deliver a link from Highfields Court or the Hospital through to Merrigal Road to provide additional access for the Hospital and/or Health and Education Precinct consistent with priority identified in business case</i>	Congestion and Movement	Joint	The sub-action is an outcome of 2.2.1 above. In June 2025, Council re-established a collaboration with TfNSW and NSW Health (Mid North Coast Local Health District) to improve local access to the Health and Education Precinct and Port Macquarie Base Hospital. The project is currently on hold, pending outcomes of the Port Macquarie Base Hospital Masterplan which is currently under preparation and being led by the Mid North Coast Local Health District.	

WBS Action #	Corridor/ Area	Timing	Action & Sub-Action	Community Category	Who	Comment	Status
2.2.3		M	<i>Following business case development, undertake investigations and planning for a connection between Geebung Drive and Kingfisher Road connection consistent with timing identified in business case</i>	Congestion and Movement	Joint	TfNSW has undertaken modelling of additional local road transport links between Lake Road and the Health and Education Precinct (HEP). This work has informed the development of high-level concept designs, which explore both this proposed link connection and several alternative access options aimed at improving pedestrian, public transport and private vehicle travel to and from the HEP.	
2.3.0	Health and Education Precinct	S	Provide additional pedestrian connections and active transport links to the Health and Education Precinct including missing link from Geebung Road to Charles Sturt University along Googik Track and potential upgrade to public parking area at Kingfisher Drive to cater for increased use.	Active Transport	Council	Detailed designs, land acquisitions and environmental approvals have been completed for the provision of an extension to the Googik Track to Major Innes Dr via Kingfisher Drive.	
2.3.1		S	<i>Complete missing links along the Googik Track and precinct from Geebung Drive to Charles Sturt University*</i>	Active Transport	Council		
2.3.2		S	<i>Investigate for upgrades to the public parking area at Kingfisher Drive to service the Googik track, including planning for project management, land acquisition and civil works to support pedestrian access to the HEP and surrounds*</i>	Active Transport	Council		
3.1.0	Port Macquarie	S	Plan and deliver traffic signals at the intersection of Buller Street and Hollingworth Street	Road Safety	Council	Funding has been allocated towards the completion of the Stage 1 Westport stormwater upgrade project in 2025-26.	

WBS Action #	Corridor/ Area	Timing	Action & Sub-Action	Community Category	Who	Comment	Status
						These works are required to be completed in advance of the upgrade and signalisation of this intersection.	
3.2.0	Port Macquarie	S	Delivery of the sealing of Maria River Road to enhance road access to the North Shore community.	Road Safety	Council	Initial site establishment and construction laydown works are complete, with environmental approvals completed. Construction is expected to commence in 2025-26. Funding is provided through the NSW Government's Fixing Local Roads program.	
3.3.0	Port Macquarie	S	Undertake planning to consider feasibility of north-south connection between Hastings River Drive and the Oxley Highway	Congestion and Movement	Council		
3.4.0	Port Macquarie	S	Develop and deliver separated cycle ways to improve connections for cyclists within Port Macquarie, including the delivery of a separated cycle way to link Pacific Drive to the Coastal Walk and an active transport corridor along Lighthouse Road*	Active Transport	Council	Council has completed a concept design for a separated cycle way to link Pacific Drive to the Coastal Walk and an active transport corridor along Lighthouse Road.	
3.5.0	Port Macquarie	S-M	Undertake planning and detailed design for the upgrade of Koala Street between Kennedy Drive and Ocean Drive, including active transport link*	Active Transport	Council		
4.1.0	Hastings River Drive	M	Upgrade the Boundary Street / Hastings River Drive intersection to include additional turning capacity to accommodate for development of the Airport Precinct	Congestion and Movement	Council	Detailed designs have been completed for the upgrade the Boundary Street / Hastings River Drive intersection to including additional turning capacity to accommodate the development of the Airport Precinct. Council has an active 2025-26 project to progress land acquisitions associated with	

WBS Action #	Corridor/ Area	Timing	Action & Sub-Action	Community Category	Who	Comment	Status
						this upgrade to support readiness for construction once funded. Hastings River Drive (Hughes Place to Boundary Street) is also identified as one of the Councillors four year Strategic Priority Areas in Council's Delivery Program 2025-29.	
4.2.0	Hastings River Drive	S	Duplicate Hastings River Drive between Boundary Street and Hughes Place, including cyclist facilities, to reduce congestion and provide for traffic growth	Congestion and Movement	Council	Council has completed detailed designs and obtained environmental approvals for this project. Council is progressing land acquisition for duplication between Boundary Street and Hughes Place. The project aims to increase traffic capacity and reduce congestion, with cyclist facilities included. The Hastings River Drive upgrade / duplication project is also identified as one of the Councillors four year Strategic Priority Areas in Councils 2025-29 Delivery Program	
4.3.0	Hastings River Drive	S-M	Plan for and deliver upgrades to key Hastings River Drive intersections between Aston Street and Clifton Drive to improve capacity, enhance pedestrian safety and provide for growth	Congestion and Movement	Council	2025-26 sees the allocation of funding to undertake the construction of the signalised pedestrian crossing on Hastings River Drive near Aston Street.	
4.3.1		S	<i>Undertake planning and detailed design for intersection upgrades on Hastings River Drive between Aston Street and Clifton Drive</i>	Congestion and Movement	Council	The 2026 Area Wide Traffic Study, commenced in August 2025 will undertake a holistic assessment of the Port Macquarie-Hastings local transport network, identifying capacity constraints and prioritising intersections for upgrade based on a range of factors including travel time, road hierarchy and safety.	

WBS Action #	Corridor/ Area	Timing	Action & Sub-Action	Community Category	Who	Comment	Status
						Hastings River Drive intersections have been included in the package of works for assessment.	
4.3.2		S-M	<i>Deliver intersection upgrades on Hastings River Drive between Aston Street and Clifton Drive</i>	<i>Congestion and Movement</i>	<i>Council</i>		
5.1.0	John Oxley Drive	S	Develop Precinct Plans to coordinate and inform transport infrastructure and network development for the John Oxley Drive Corridor to reduce congestion and provide for growth. This will include: - Duplication of John Oxley Drive - Kingfisher Drive to The Ruins Way - Plan and design duplication of John Oxley Drive from The Ruins Way to the Oxley Highway exit ramp	Congestion and Movement	Council	Detailed designs for the duplication of John Oxley Drive - Kingfisher Drive to The Ruins Way have been completed.	
5.1.1		S	<i>Deliver the duplication of John Oxley Drive - Kingfisher Drive to The Ruins Way</i>	<i>Congestion and Movement</i>	<i>Council</i>	Detailed designs have been completed for the upgrade of John Oxley Drive between Kingfisher Drive and Major Innes Drive. 2025-26 sees the allocation of funding to progress land acquisitions associated with this project to enable it to reach 'construction ready' status.	
5.1.2		S	<i>Plan for and undertake the detailed design for the duplication of John Oxley Drive from The Ruins Way to the Oxley Highway exit ramp</i>	<i>Congestion and Movement</i>	<i>Council</i>	Detailed designs have been completed for the upgrade of John Oxley Drive between Kingfisher Dr and Major Innes Drive. Council is progressing land acquisition for corridor expansion between Ruins Way and Wrights Road.	

WBS Action #	Corridor/ Area	Timing	Action & Sub-Action	Community Category	Who	Comment	Status
5.2.0	John Oxley Drive	S	Deliver an active transport connection(s) from Thrumster to Health and Education Precinct*	Active Transport	Council	Detailed designs, environmental approvals and land acquisitions have been completed for the provision of a new off-road shared path between Major Innes Drive and the Googik Track via Charles Sturt University (CSU) and Kingfisher Drive. This is aimed at enhancing connectivity to and from the Health and Education Precinct. The Walking and Cycling Plan has identified and prioritised further linkages as required to deliver an active transport connection(s) from Thrumster to Health and Education Precinct.	
5.2.1		S	<i>Deliver an active transport connection from Oxley Highway, Port Town centre to Health and Education Precinct</i>	Active Transport	Council	Council successfully received a 2025-26 Get NSW Active grant to undertake detailed design of an active mode corridor (i.e. shared pathway) between the Health and Education Precinct and the Port Macquarie Town Centre.	
5.2.2		M	<i>Determine from where then deliver a transport connection from Thrumster to the Oxley Highway*</i>	Active Transport	Council		
6.1.0	Lake Road	S-M	Provide an active transport link, including separated cycleway where feasible, along Lake Road between the Health and Education Precinct and Ocean Drive	Active Transport	Council	This action has partially commenced, as indicated by its linkage to sub-action 6.1.1 - refer to comment below.	
6.1.1		S	<i>Plan and undertake detailed design of an active transport link along Lake Road to connect the Health and Education Precinct and Ocean Drive</i>	Active Transport	Council	The Lake Road duplication project includes a shared path design. The current phase involves detailed design, environmental approvals, and land acquisition.	

WBS Action #	Corridor/ Area	Timing	Action & Sub-Action	Community Category	Who	Comment	Status
6.1.2		S	<i>Develop and deliver a separated cycle way along Lake Road between the Health and Education Precinct and Ocean Drive</i>	Active Transport	Council		
6.1.3		M	<i>Work with NPWS to improve the Googik Track (Workshop Trail and Erics Trail - Linking Lake Road to Kingfisher Drive through Lake Innes Nature Reserve) shared path connection for off-road unsealed pedestrian and cycling connections</i>	Congestion and Movement	Multiple	A detailed design and land acquisitions have been completed for the extension of the Googik track to Major Innes Road via Kingfisher Drive.	
6.2.0	Lake Road	S	Duplicate Lake Road (Stage 3) between Ocean Drive to Chestnut Road to reduce congestion and provide for growth	Congestion and Movement	Council	Detailed designs are underway in 2025-26. This action has partially commenced, as indicated by its linkage to sub-action 6.2.1 - refer to comment below.	
6.2.1		S	<i>Undertake detailed design, investigations and land acquisition, including obtaining approvals for the duplication of Lake Road (Stage 3)</i>	Congestion and Movement	Council	Council is progressing the duplication of Lake Road between Ocean Drive and Chestnut Avenue via the completion of detailed designs and environmental approvals in 2025-26. Land acquisitions associated with this project are progressing to schedule, including the revocation of land from the Lake Innes Nature Reserve from the National Parks and Wildlife Service. The Lake Road duplication project is also identified as one of the Councillors four year Strategic Priority Areas in Council's Delivery Program 2025-29.	
6.2.2		S	<i>Construction for the duplication of Lake Road (Stage 3)</i>	Congestion and Movement	Council		

WBS Action #	Corridor/ Area	Timing	Action & Sub-Action	Community Category	Who	Comment	Status
6.3.0	Lake Road	M	Upgrade Lake Road at the intersection with Jindalee and Fernhill Roads (Stages 2) to reduce congestion and improve industrial area access.	Congestion and Movement	Council		
6.3.1		S	<i>Complete detailed design and land acquisition, including obtaining approvals, for the Upgrade of Lake Road at the intersection with Jindalee and Fernhill Roads (Stage 2)</i>	Congestion and Movement	Council	A concept design has been previously prepared for the Upgrade of Lake Road at its intersection with Jindalee and Fernhill Roads.	
6.3.2		M	<i>Construction for the Upgrade of Lake Road at the intersection with Jindalee and Fernhill Roads (Stage 2)</i>	Congestion and Movement	Council		
6.4.0	Lake Road	M	Plan, design and construct the Ocean Drive / Lake Road intersection to increase turning capacity	Congestion and Movement	Council	This upgrade is part of the broader Lake Road Stage 3 project. The current phase includes detailed design, environmental approvals, and land acquisition.	
7.1.0	Ocean Drive	S	Plan for a Separated/Off Road Cycle link from Port Macquarie to Lake Cathie *	Active Transport	Council	The Walking and Cycling Plan, 2025 has conceptually identified routes for the proposed separated off road cycle route between Port Macquarie and lake Cathie.	
7.2.0	Ocean Drive	M	Install a shared path on one side of the Ocean Drive corridor through Port Macquarie by upgrading the current path and infill of unconnected shared paths.	Active Transport	Council	The duplication of Ocean Drive between Matthew Flinders Drive and Greenmeadows Drive, is scheduled for completion in the 2025-26 financial year. The upgrade is designed to increase traffic capacity and flow. It also includes a shared path on the western side contributing broader improvements to the active transport network. In addition an active transport path between Hastings River Drive and Lake Road is ranked third in the network prioritisation	

WBS Action #	Corridor/ Area	Timing	Action & Sub-Action	Community Category	Who	Comment	Status
						assessment outlined in the Walking and Cycling Plan (2025). This high ranking positions the Ocean Drive corridor as a priority for future active transport grant applications.	
7.3.0	Ocean Drive	M	Install a shared path on one side of the Ocean Drive corridor through Lake Cathie and Bonny Hills*	Active Transport	Council		●
7.4.0	Hastings River Drive	M	Upgrade road shoulders for the entire length of Hastings River Drive outside the urban area to support active transport use*	Active Transport	Council		●
7.5.0	Ocean Drive	M	Upgrade road shoulders for the entire length of Ocean Drive outside the urban area to support active transport use including North Haven to Bonny Hills, and Lake Cathie to Port Macquarie*	Active Transport	Council		●
7.6.0	Ocean Drive	M	Upgrade Ocean Drive through the Lake Cathie urban areas.	Congestion and Movement	Council	Council has previously completed high-level concept design for the upgrade of Ocean Drive through the Lake Cathie urban areas. These plans will be used to guide future detailed designs.	●
7.7.0	Ocean Drive	M	Develop criteria for future bypassing of Ocean Drive of coastal townships, including Bonny Hills, North Haven and West Haven, and undertake business case assessments	Congestion and Movement	Council		●
7.8.0	Ocean Drive	M	Investigate, plan and design the intersection upgrade for Ocean Drive and Kew Road, Laurieton to improve safety	Road Safety	Council		●

WBS Action #	Corridor/ Area	Timing	Action & Sub-Action	Community Category	Who	Comment	Status
7.9.0	Ocean Drive	S	Investigate, Plan and Design the upgrade of Ocean Drive and Koala Street, Port Macquarie to improve congestion and safety	Congestion and Movement	Council	This intersection is an identified intersection survey site in the Area Wide Traffic Study which commenced in August 2025. This work will provide a high-level assessment of intersection performance across the network. Future detailed investigation, planning and design of any upgrades would be considered at the completion of the Study and assessed and prioritised against other LGA priorities.	
8.1.0	Pacific Highway	S	Houston Mitchell Drive – Pacific Highway Intersection Upgrade to improve road safety	Road Safety	TfNSW	This action has partially commenced, as indicated by its linkage to sub-action 8.1.1 - refer to comment below.	
8.1.1		S	<i>Complete strategic options and designs for interim and longer-term upgrades of the Houston Mitchell Drive - Pacific Highway intersection</i>	Road Safety	TfNSW	TfNSW has finalised the Houston Mitchell Drive intersection modelling. Options for short term works are expected to be ready shortly with long-term intersection design and cost options expected to follow.	
8.1.2		S	<i>Obtain funding and deliver preferred upgrade strategy for the Houston Mitchell Drive - Pacific Highway intersection.</i>	Road Safety	TfNSW		
9.1.0	Camden Haven and Dunbogan (Beach to Beach)	S-M	Implement remaining stages of Beach-to-Beach Shared Path between North Haven Break Wall and Pilot Beach, prioritising connection of Dunbogan to Laurieton	Active Transport	Council	Construction of Stage D3 and D5 of the Beach-to-Beach Walkway are completed. The remaining stages D8, D10, D11 (between North Haven Break Wall and Pilot beach) are unfunded and will need to be future projects, including assessment and prioritisation having regard to other proposed active transport links across the	

WBS Action #	Corridor/ Area	Timing	Action & Sub-Action	Community Category	Who	Comment	Status
						LGA as outlined in the Walking and Cycling Plan.	
10.1.0	West Haven/Kew /Kendal	S-M	Deliver the Schools-to-Schools path connecting from Kendall to Laurieton	Active Transport	Council	This action has partially commenced, as indicated by its linkage to sub-action 10.1.1 - refer to comment below.	
10.1.1		S	<i>Undertake planning and detailed design of the Schools-to-Schools path</i>	Active Transport	Council	Detailed design for the highest priority sections of the Schools-to-Schools shared pathway is complete between Kew and Kendall. The remaining detailed design work between Kendall and Laurieton is progressing under the Kew to Camden Haven Wastewater Diversion Scheme and is scheduled for delivery in 2025-26.	
10.1.2		S-M	<i>Construct priority Schools to Schools path stages, commencing with Kew to Laurieton, then Kew to Kendall</i>	Active Transport	Council		
11.1.0	Thrumster	S-M	Deliver the Thrumster Street Upgrade and Extension to support improved connectivity and access to the local and state road network in the Thrumster, Fernbank Creek and Sancrox area	Congestion and Movement	Council		
11.1.1		S	<i>Plan and design the Thrumster Street Upgrade and Extension in line with predicted development</i>	Congestion and Movement	Council		
11.1.2		M	<i>Deliver the Thrumster Street upgrade in line with predicted development</i>	Congestion and Movement	Council		

WBS Action #	Corridor/ Area	Timing	Action & Sub-Action	Community Category	Who	Comment	Status
12.1.0	Airport	S	Plan and prepare feasibility and concept design for alternative flood free access to the Port Macquarie Airport	Congestion and Movement	Joint	The 2045 Airport Master Plan adopted by Council on 21 August 2025 contains an initiative to plan and construct a flood free access road at some point in the period 2025 to 2030. Funding will likely be a combination of airport reserve and grants.	
12.2.0	Airport	S	Duplicate Boundary Street connection between the Airport and Hastings River Drive	Congestion and Movement	Council	A Social Impact Assessment (SIA) was completed in June 2025. While the assessment identified social benefits, including improved flood resilience, emergency access, and regional connectivity, it also highlighted unresolved community concerns around stormwater management, property access, land acquisition, and noise impacts. As a result, further targeted consultation and technical updates (e.g., flood modelling, noise and vibration assessments) are required before the project can progress to Development Application stage. Council is currently reviewing the SIA recommendations and planning additional engagement to address these concerns and determine next steps.	
13.3.0	Region Wide	S-M	Investigate and develop alternative travel solutions to reduce single occupant vehicle trips	Congestion and Movement	Joint	This action is partially being addressed through the 2026 Area Wide Traffic Study. The Study will provide an updated LGA traffic and identify infrastructure needs under different land use scenarios. It is noted that land use change is recognised as the most effective lever for reducing single	

WBS Action #	Corridor/ Area	Timing	Action & Sub-Action	Community Category	Who	Comment	Status
						occupant vehicle trips. Detailed solutions are not being explored at this stage.	
13.3.1		S	Obtain funding to develop and deliver new bus infrastructure facilities to support the implementation of the 16 Regional Cities Services Improvement Program priority actions. This includes service-related initiatives, supporting infrastructure targeting high-need communities and potential trials for on demand services	Congestion and Movement	Joint	New bus shelters delivered in 2024-25 included new facilities at Kendall Railway Station and on Gordon Street, Port Macquarie. These locations align with service priority areas identified in the 16 Cities Service Improvement program. Additionally, a new shelter as also planned to be constructed in 2025-26 on The Ruins Way, aligning with the 16 Cities Pacific Drive, Ruins Way linked route.	
13.3.2		S	Investigate suitable ride-sharing opportunities and platforms. Promote and share information on the use of Ride Hailing and Shared Transportation across the LGA	Congestion and Movement	Joint		
13.3.3		S-M	Improve local bus service and taxi service connection with passenger rail and aviation services and access to multimodal public transport	Congestion and Movement	TfNSW		
13.3.4		S	Support the integration of emerging transport modes through trials (such as the e-scooter trials), partnerships, collaboration, and a fit for-purpose regulatory framework. Review trials of such technology from other local government areas	Congestion and Movement	Joint		
13.3.5		S	Develop and implement a behavioural change strategy, including an advertising campaign to influence customers to use active and public	Education	Joint		

WBS Action #	Corridor/ Area	Timing	Action & Sub-Action	Community Category	Who	Comment	Status
			<i>transport modes and encourage ride sharing across the Port Macquarie-Hastings to reduce unnecessary trips</i>				
13.3.6		M	<i>Review public transport interchanges across the region to minimise walking distances between services (examples include interchanges at major town centres and high use precincts)</i>	Public Transport and Ride Sharing	Joint		
13.4.0	Region Wide	S-M	Parking planning for the Port Macquarie CBD and other priority areas	Congestion and Movement	Council	This action has partially commenced, as indicated by its linkage to sub-action 13.4.3.	
13.4.1		S	<i>Develop internal guidance collateral that will provide guidance and protocol on the appropriateness, location, size and facilities of commuter car parks</i>	Congestion and Movement	Council		
13.4.2		S	<i>Trial traffic and parking management plans at select schools with the aim to develop a template that can be used for schools across the LGA</i>	Congestion and Movement	Multiple		
13.4.3		S	<i>Starting with the Port Macquarie CBD, develop Place-Based Parking Plans (PPPs) to tailor parking management and improvements to suit the needs of individual locations</i>	Congestion and Movement	Council	Council is developing a tailored parking plan for the Port Macquarie Town Centre and a reusable template for other areas, addressing accessibility, land use, and parking demand.	
13.4.4		S	<i>Engage with the development industry, property owners and the community to ensure private parking contributes to outcomes in a centre, location or destination</i>	Congestion and Movement	Council		

WBS Action #	Corridor/ Area	Timing	Action & Sub-Action	Community Category	Who	Comment	Status
13.5.0	Region Wide	S	Support EV promotion through the development of Council EV Infrastructure Policy and where business cases identify - plan for and deliver such supporting infrastructure.	Congestion and Movement	Council	Council adopted the electric vehicle (EV) Infrastructure Policy in March 2025. It has also developed a draft Site Selection Procedure and is actively working to introduce new EV charging sites across the LGA.	
13.6.0	Region Wide	S-M	Investigate and implement new technology to efficiently manage and improve our transport network, reduce unnecessary trips and encourage increased uptake of alternative transport options.	Congestion and Movement	Council		
13.6.1		S	<i>Investigate the use of technology in improving transport and connectivity, such as wayfinding maps, parking sensors, smart phone app integration, variable message signage, location of mid-journey / end-of trip facilities and bicycle sharing systems and micro-mobility opportunities</i>	Technical Systems Improvements	Council		
13.6.2		S-M	<i>Deliver walking improvements across the transport network, including lighting and smart technology to improve safety and visibility.</i>	Active Transport	Council		
13.6.3		S-M	<i>Trial the use of Automatic Number Plate Recognition (ANPR) technology as an alternate data collection tool to support parking enforcement, data collection and for use as part of education to provide better parking turnover (availability), coverage and service across the region</i>	Technical Systems Improvements	Council		

WBS Action #	Corridor/ Area	Timing	Action & Sub-Action	Community Category	Who	Comment	Status
13.7.0	Region Wide	S-M	Review and amend Council's Development Control Plan to control access to local freight corridors and priority roads by residential properties; protect important local freight corridors for future transport alignment and avoid the encroachment of incompatible land uses and development	Congestion and Movement	Council		
13.8.0	Region Wide	S	Provide cultural wayfinding signage to encourage nonvehicle trips whilst supporting cultural awareness and outcomes	Education	Council		
13.8.1		S	<i>Work with local Aboriginal communities and Local Aboriginal Land Councils to develop appropriate visual acknowledgements of Country along walking and cycling routes</i>	Education	Council		
13.9.0	Region Wide	S-M	Embed and Implement the Healthy Streets Assessment and methodology at key locations across the LGA to improve our local streets safety, walking and cycling access, reduce congestion and improve liveability and character	Active Transport	Council	This action has partially commenced, as indicated by its linkage to sub-action 13.9.1 - refer to comment below.	
13.9.1		S	<i>Undertake a Healthy Streets Assessment at suitable sites</i>	Active Transport	Council	A Healthy Streets Assessment was undertaken for Hastings Street, Wauchope, in December 2023. The assessment provides a baseline understanding of how the street supports walking, cycling, and public transport use. Key issues identified include: • High traffic speeds and lack of mid-block and priority crossings	

WBS Action #	Corridor/ Area	Timing	Action & Sub-Action	Community Category	Who	Comment	Status
						- Absence of dedicated cycling infrastructure and cycle parking - Limited shade, seating, and lighting, particularly in the middle and northern sections - No public drinking water access and minimal public seating - Inadequate footpath coverage and walking space in some sections The assessment provides a valuable baseline for future upgrades and can be used to evaluate the impact of proposed improvements.	
13.9.2		S-M	<i>Implement adopted Healthy Streets actions at suitable sites or as part of general project delivery to pilot changes to street use and transport outcomes</i>	Active Transport	Council	Refer to above comment - pilot project undertaken for Hastings Street, Wauchope.	
13.10.0	Region Wide	S	Develop a long-term vision of a coastal shared path connecting Port Macquarie, Lake Cathie, Bonny Hills and North Haven*	Active Transport	Council		
13.11.0	Region Wide	S	Review traffic modelling in the Local Government area in 2026. Consideration to include but not limited to alternate routes bypassing Bonny Hills, and alternative access to the airport/access between the Oxley Highway corridor and Hastings River Drive	Congestion and Movement	Council	This action is being addressed through the 2026 Area Wide Traffic Study, initiated in August 2025. The Study includes modelling of alternate routes such as the Bonny Hills bypass, improved airport access, and connections between the Oxley Highway corridor and Hastings River Drive. A bypass evaluation framework will guide future decisions.	

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13.12.0	Region Wide	S	Pursue government funding for projects in this plan in line with priorities.	Congestion and Movement	Council	Council has a dedicated grants team that actively identifies funding opportunities and supports project teams to secure government investment. Funding bids are planned to align with our Councillors four year Strategic Priority Areas where possible, as identified in Councils Delivery Program 2025-29. TfNSW investment in Transport Infrastructure aligns with State Government investment frameworks and established project determination, review, assessment and management processes.	
13.13.0	Region Wide	S	Undertake a risk assessment of the resilience of corridors, including but not limited to Comboyne Road corridor, to the impacts of natural disasters	Congestion and Movement	Council		
14.0.0	Wauchope	S-M	Improve walking and cycling route connectivity within Wauchope	Active Transport	Council	This action has partially commenced, as indicated by its linkage to sub-action 14.1.1.	
14.1.1		S-M	<i>Connect the north-south shared path on Cameron Street from the Hastings River to Blackbutt Drive</i>	Active Transport	Council	Council was not successful in its 2025-26 Get NSW Active funding grant application for the Wauchope Pedestrian Crossing Program of Works (a nominated set of mid-block crossings detailed designs). However, a commitment remains to improve walking and cycling infrastructure in Wauchope and future funding opportunities to support active transport connections in the area will be pursued.	

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14.1.2		S-M	Connect using a shared path on High Street west of Blackbutt Drive to the existing Allan Road on-road route	Active Transport	Council		
14.1.3		S-M	Connect using a shared path between Timbertown Estate and Yippin Creek to the town centre	Active Transport	Council		
14.2.0	Wauchope	M	Plan and deliver inter-town / village bicycle routes in the Wauchope area, primarily along roads that provide connectivity between urban areas and involve a combination of state, regional and local roads *	Active Transport	Joint		
14.2.1		M	Upgrade road shoulders on the Oxley Highway between Port Macquarie and Wauchope where feasible and deliverable.*	Active Transport	TfNSW		
14.3.0	Wauchope	M	Review traffic modelling in the Wauchope area to aid in the design of works to improve network functionality and traffic flow along key corridors including High Street, Blackbutt Road and Cameron Street	Congestion and Movement	Council	This action is being addressed through the 2026 Area Wide Traffic Study, which includes modelling of key corridors in Wauchope.	
14.4.0	Wauchope	M	Complete the remaining stages of the Beechwood Road upgrade to provide for future development needs and enhanced flood resilience	Congestion and Movement	Council	Council has currently funded the construction of Beechwood Road Stage 6 upgrade works, which involves the realignment and raising of the section Beechwood Road between 84 Beechwood Road to the Waugh Street intersection. Works being undertaken will support future development and improve flood resilience. The project is jointly funded through a \$5 million grant from the Australian	

WBS Action #	Corridor/ Area	Timing	Action & Sub-Action	Community Category	Who	Comment	Status
						Government's Bridge Renewal Program (BRP6 – Yippin Creek Bridge), a \$6 million grant from the NSW Government's Accelerated Infrastructure Fund (AIF- Beechwood Road Yippin Creek Flood Free), and additional Council contributions. Detailed design and land acquisitions are in progress, with construction activities scheduled to commence in the 2025-26 financial year.	