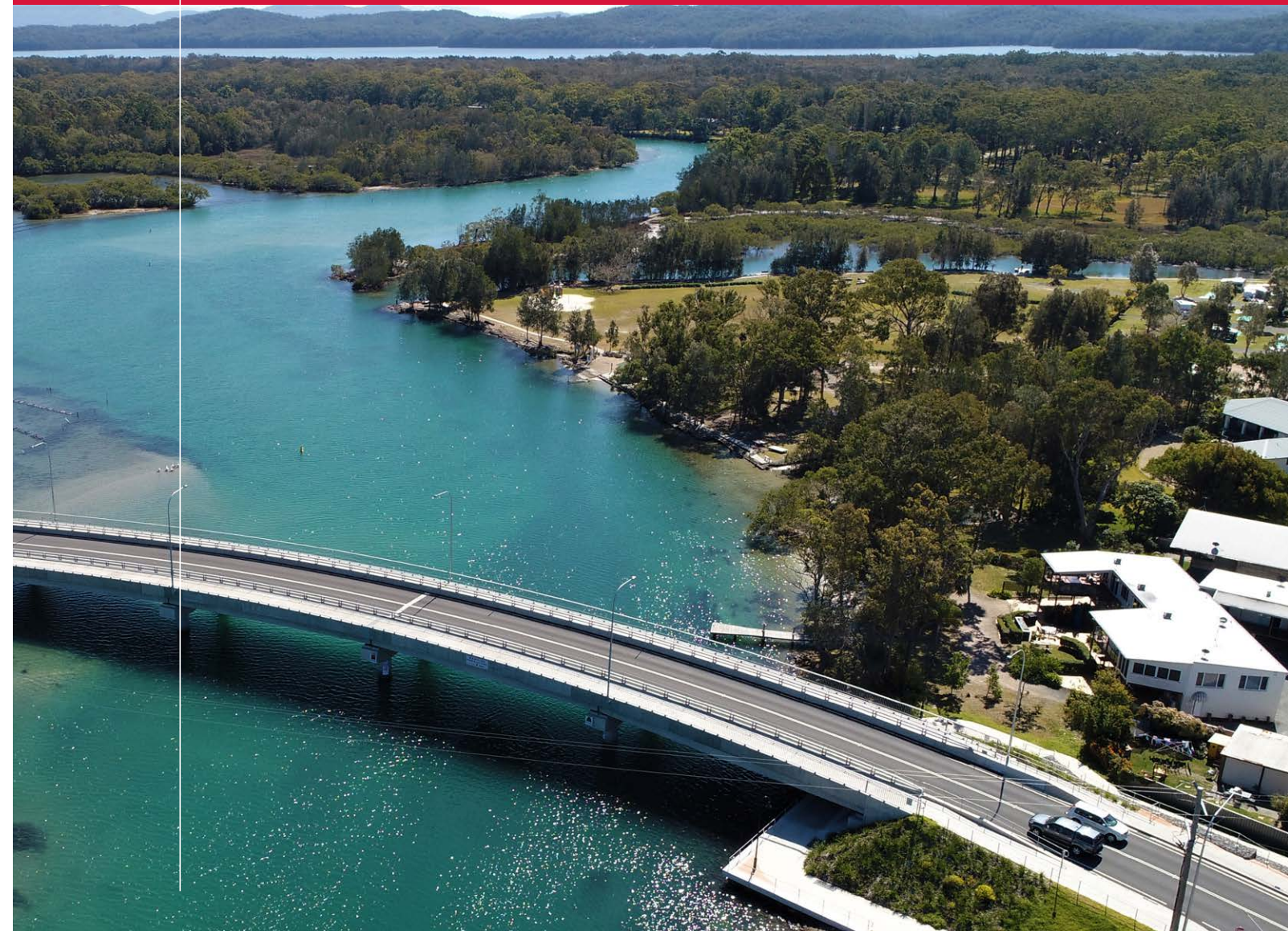


Port Macquarie-Hastings Integrated Transport Plan

Draft report June 2024





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◀ Aerial view of Port Macquarie

▲ Cover Image: Sting Ray Creek bridge

Connecting to Country

Yii Birrbay Barray

This is Birpai Country

Nyura yiigu marala barraygu, nyaagi, ngarragi

**You have come here, to the country to see,
listen and remember.**

Gathay nyiirun wakulda

Let's all go together as one.

Transport for NSW (Transport) and Port Macquarie-Hastings Council (Council) acknowledge the traditional custodians of the land, The Birpai people, custodians of the land, waters and communities. We pay our respects to their elders, past, present, and emerging. We acknowledge the ongoing connection to the traditional Owners and Custodians of the lands and waters of the Port Macquarie-Hastings Region and commit ourselves to a future with reconciliation and renewal at its heart.

Our customers travel on routes today - from the mountains to the west and along the coast to the east of our region. Travelling across traditional Song lines, trade routes and ceremonial pathways in Country that Aboriginal people have followed and cared for over tens of thousands of years. All project design should start with Country by acknowledging and celebrating Country while working actively to address disadvantage and make plans to improve outcomes for Aboriginal people by healing Country through planning, strengthening language and culture and enhancing sustainability. This Plan aims to create successful places with the right integration of infrastructure and services to give communities social, cultural and economic outcomes. Through the initiatives identified in the Plan, Transport and Council will commit to helping support the health and wellbeing of Country by valuing, respecting, collaborating, and being guided by Aboriginal communities and the Birpai People and the Local Aboriginal Land Council, to identify ways to connect, design and care for Country.

Purpose

Port Macquarie and its surrounds are a major regional centre that has had significant population and economic growth in recent years, with this upward trend continuing into the foreseeable future.

Port Macquarie-Hastings Council (Council) and Transport for NSW (Transport) have a joint responsibility to manage and provide a sustainable, connected, and equitable transport network for our region. To guide future funding for projects that will target addressing the current needs and meeting future needs of the area, Council and Transport have jointly developed the Port Macquarie-Hastings Integrated Transport Plan (the Plan).

The Plan outlines the commitment made by Council and Transport to improve the movement, function and multi-modal transport networks based on our communities needs and changing expectations. The Plan has been created to develop and strengthen the networks within Port Macquarie-Hastings Council Local Government Area, focusing on increasing connectivity within the area, improving and reducing congestion, and providing a multi-modal transport system that is seamless, convenient, and sustainable for all users.

Transport also plays a key role in enhancing place qualities and achieving economic success that supports liveable communities. This Plan responds to the already growing pressures on the existing transport networks and those expected in the future by considering both infrastructure upgrades, new active travel (walking and cycling) connections, public transport and mobility-on-demand alternatives. These changes will facilitate a transition to more sustainable modes of transport, thereby helping the reduce congestion on the road network. The economic strength, health, safety, and environmental welfare of the region are all inherently linked to the quality of the transport network.

This Plan will provide short-term (nominally 0-5 year) and medium-term (nominally 5-10 year) actions that support the strategic directions outlined in Port Macquarie-Hastings Council's Regional City Action Plan 2036 and Regional Integrated Transport Strategy 2022-2042, and the NSW Government's Future Transport Strategy.

The Plan recognises the need to maintain a road network that provides safe, efficient and flexible transport - particularly for freight, recreational and commuter travel - whilst also providing incremental stepping stones that allow us to change the way we travel. This is done by providing improved infrastructure and services that support and grow active and public transport modes as viable alternatives to private car travel. The scope of the Plan focuses on building improvements to the network through improved connections and increasing capacity for growth; but it does not plan for or action improvements in the current condition of Transport and Council assets. Improvements in existing asset condition, such as roads or paths, are planned for and actioned through Transport and Council's Asset Management Plans.

This Plan will guide the NSW Government and Council in areas of investment and priority to support our transport network as well as seeking to address our community needs now and into the future.

The economic strength, health, safety, and environmental amenity of the region are all inherently linked to the quality of the transport network.

How we currently move

The Port Macquarie-Hastings local government area (LGA) of NSW, covers around 3,686 kilometres squared.

The Port Macquarie-Hastings local government area (LGA) of NSW, covers around 3,686 kilometres squared. The LGA includes the regional city of Port Macquarie, with several connecting towns and villages including Wauchope, Comboyne, Laurieton, North Haven, Kew, Kendall, Bonny Hills and Lake Cathie. We have a proud, rich history and a vastly diverse community which is home to some 87,000 people (2021 Census – Australian Bureau of Statistics). Each year we welcome many thousands of tourists to our region for music, sporting, outdoor adventure, arts and cultural events, including Ironman, NSW Touch Football State Cup, Artwalk, Runfest, Red-Hot Summer and Ride the Wave Festival. How we move and travel around our region is a large part of who we are and how we connect to our local communities and industry.

Between 2016 and 2021, the population of the LGA experienced a 4.8 per cent increase, with expectations of sustained growth ahead into the future, leading to an increase in congestion. A significant challenge facing the LGA involves preserving its distinctive lifestyle, which contributes to its allure as a desirable residential and tourist destination, while simultaneously accommodating the influx of more residents, jobs, and housing. The recent decade of growth has led to inefficiencies and outdated infrastructure

within the LGA’s road network, resulting in congestion and overcrowding when demand surpasses capacity. Traffic congestion poses numerous unfavourable effects on individuals, communities, and businesses including significantly increased travel times, leading to frustration and stress.

The Plan addresses the high priority hot spots within the LGA that have caused prolonged and ongoing frustration for motorists and areas that are the cause of safety concerns. These locations comprise of several sites along the Oxley Highway corridor including the Wrights Road roundabout, King Creek Road Intersection, Pacific Highway Interchange and the Lake Road roundabout as well as the Lake Road and Ocean Drive corridors. For additional information on these actions and corridors please refer to Appendix B.

As with most regional cities and towns, Australian Bureau of Statistics (ABS) data reveals the majority of people living in the Port Macquarie-Hastings region rely heavily on private motor vehicles for their day-to-day transport. Private vehicles make up around 93 per cent of everyday journeys to work, while only 4 per cent of people in the Port Macquarie-Hastings region walk or cycle for their normal daily commute. Single occupant transport makes up 93 per cent of car travel.

This Plan seeks to make walking, cycling and public transport a realistic alternative.

Public transport usage for normal daily trips is very low (less than one per cent), while the movement of freight into and within the city provides a significant number of trips across the network, servicing retail outlets and supplying commodities to a growing population.

The current rates of public transport usage present challenges for economic health, efficient transport connectivity and community well-being, which we must address as our growth continues.

The following snapshot provides insight into our region and network.

Who we are

Area demographics

52% female

48% male

49 years old = median age

16.3% aged 10-24 years

36.4% aged 60+ years

5.5% Aboriginal or Torres Strait Islander

17.3% born overseas

8.0% need disability assistance

34851 households

3.1 average no of people per household

48,325 estimated households by 2041

60% live in Port Macquarie

86762 LGA population (2021)

110,221 estimated population by 2041

Freight and heavy vehicles

Freight generators

Pacific Highway freight route

North Coast rail line

Thrumster industrial area

Sancrox industrial area

Lake Road industrial precinct

Wauchope timber and industrial areas

Port Macquarie Airport development

Forestry and primary production

Supermarkets

Parking

Parking demand in key locations

2.41% average parking growth per annum

3362 Port Macquarie East (Town Centre / Fringe East)

1593 Port Macquarie West

1886 Lake Road Industrial

889 Wauchope

305 North Haven

917 Laurieton

Summary of existing parking

How we travel

Travel to work:

23,619 (88.0%) Driver (Car and Truck)

1696 (6.3%) Passenger

878 (3.3%) Walk

127 (0.5%) Bicycle

200 (0.7%) Motorbike/Scooter

192 (0.7%) Public Transport

Did not travel to work:

4397 Worked from home

3917 Did not work

94% of households own a vehicle in PMHC

55% have two or more vehicles in PMHC

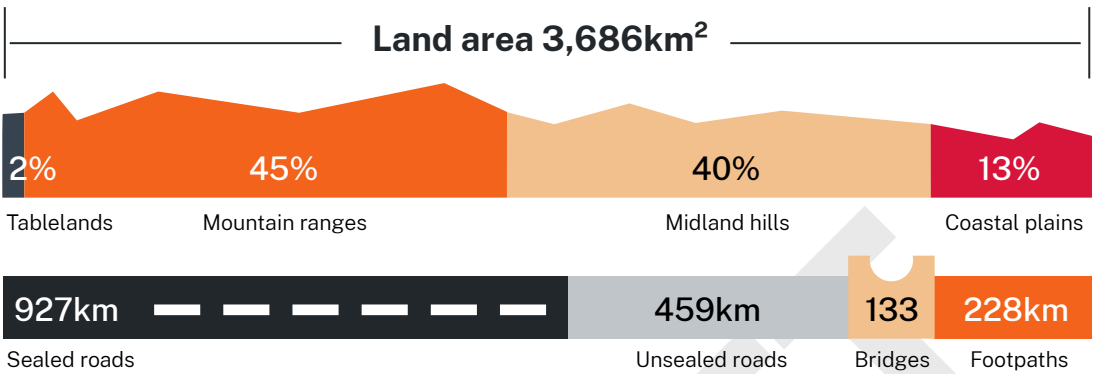


Figure 1. Land area and terrain

Environment

Our region has a distinctive topography including natural bushland, coastline, waterways, lakes and rural hinterlands creating a diverse and complex setting that provides an array of stunning landscapes and supports a rich biodiversity.

62.4km of coastline

20 beaches

Significant National Parks, Conservation Areas and High Environmental Value land

2103 native plant species

79 threatened plant species

147 threatened animal species

25 threatened ecological communities

3 endangered populations

The region has a Nationally significant population of koalas.

Economy

With our broad-based public and private business sectors, coupled with a dynamic retail and commercial district, Port Macquarie-Hastings is a mature, long-established community with regional city status and a thriving tourism sector.

Top 5 industries by output

Construction	\$2048M
Electricity, gas, water and waste services	\$1998M
Rental, hiring and real estate services	\$1303M
Health care and social assistance	\$1272M
Manufacturing	\$1170M

Top 5 industries by employment

Health Care and social services	7549 jobs
Retail trade	4045 jobs
Education and training	3570 jobs
Construction	3367 jobs
Accommodation and food services	3365 jobs

Visions and objectives

The overarching vision of the Port Macquarie-Hastings Integrated Transport Plan is that: **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.**

The Plan provides direction to the mode specific action plans, which will provide greater detail to the priority projects to address safety concerns, congestion and improvements to connectivity. Such action plans include the 16 Regional Cities Services Improvement Program, Port Macquarie Regional City Action Plan and the Port Macquarie-Hastings Pedestrian Access Mobility Plan (PAMP) and the Port Macquarie Bike Plan.

Although the plan does not specifically address actions beyond 10 years, it provides a platform to drive longer term strategies to aid in reducing congestion, improve road safety and advance network connectivity. This will be achieved by shifting transport mode share away from private vehicles and towards more sustainable transport options and investing in infrastructure that caters for the population growth with safety at the heart of the design. The Plan will be revised regularly on a nominal 5-year rolling program so that it remains a current planning tool that influences our decisions and reflects the transport needs of our community.

The key objectives of the Plan include:

Safe and efficient connections

Provide safe and efficient access and connectivity for all, including from key movement corridors such as Pacific and Oxley highways, critical growth areas such as the Health and Education Precinct and surrounding places and villages such as Wauchope and coastal communities.

Integrated transport networks

Provide a co-ordinated and logical multi modal transport network that integrates active, public and road based transport systems to facilitate whole of journey options and provide a platform to reduce car dependency.



Sustainability and environment

Lead delivery of a transport network that enables transition to net zero emissions, is resilient to shocks and stresses, protects and enhances blue green corridors and provides sustainable travel opportunities.



Health and liveability

Provide transport options and infrastructure that promotes safe access to services and facilities for healthier living, including walking and cycling for work, entertainment, and leisure activities.



Economic growth planning

Integrated transport and land use planning enables sustainable growth, efficient delivery of goods and services, and builds on the local identity of communities in the development of key places.



Tourism and visitor economy

The transport network supports tourism and the visitor economy, enabling visitor movements beyond the personal vehicle and the ability to stage successful major events.

▲
Tourists at Port Macquarie airport

Strategic alignment

For this plan to become a 'whole-of-government' approach for transport priorities in the Port Macquarie-Hastings LGA, it is important there is clear alignment and linkage between the on-ground actions and the adopted strategic plans and policies. The Plan is led by several strategies, and it influences several action plans as shown below in Figure 2. The diagram shows how the Integrated Transport Plan links to the higher-level documents such as the Regional

Integrated Transport Strategy 2022-2042 (Council), Port Macquarie Regional City Action Plan (NSW Government), North Coast Regional Plan (Department of Planning, Industry and Environment) and Future Transport Strategy (Transport). The Plan will in turn influence action plans, such as the 16 Regional Cities Service Improvement Program and the Pedestrian Access and Mobility Plan (PAMP), which are currently underway.

Lead documents			Primary theme strategies	
Council's Community Strategic Plan	Transport Planning for Country	North Coast Regional Plan	NSW State Infrastructure Strategy	NSW Active Transport Strategy
NSW Future Transport Strategy	Port Macquarie Regional City Action Plan	NSW Road Safety Plan	Regional Integrated Transport Strategy (RITS)	Council's Infrastructure Strategy
Movement and Place Framework	PMHC Local Strategic Planning Statement	NSW Freight and Port Plan		

Port Macquarie – Hastings Integrated Transport Plan

Council strategic action plans			Transport strategic studies	
Pedestrian and Access Mobility Plan	Parking Management Plan	Community Inclusion Plan	Oxley Highway corridor strategy (draft)	Regional Cities Services Improvement Program
Recreation Action Plan	Bike Plan			

Figure 2. Strategic alignment

Guiding principles

While several policies and strategies have contributed to the plan, three pivotal influences will shape the future development of our transport network. These influences stem from strategies, policies, and best practice principles in design. A sample of these influences includes:

- 1. Strategic direction**
 - NSW Future Transport Strategy
 - Council's Regional Integrated Transport Strategy
- 2. People-centric solutions**
 - Liveability
- 3. Best practice design**
 - Movement and Place Framework
 - Healthy Streets Framework

Strategic direction



Figure 3. NSW Future Transport Strategy (Transport for NSW)

NSW Future Transport Strategy

As a lead document, the Future Transport Strategy outlines the NSW Government's long-term vision and sets the direction for the future of mobility in NSW. The NSW

Government's vision is to make a transport system that will help make NSW the most liveable state in the world, and an economic powerhouse filled with vibrant, sustainable communities where citizens have choice and opportunity.

The Future Transport Strategy sets the strategic directions for Transport to achieve world-leading mobility for customers, communities, businesses, and our people. It is part of a suite of government strategies, policies and plans that integrate and guide land use and transport planning across NSW.

The strategic direction of the Future Transport Strategy delineates the path that Transport and Council must take to realise their vision. The Integrated Transport Plan refines these strategic actions listed in the Strategy and specifies localised actions to be implemented to ensure its success.

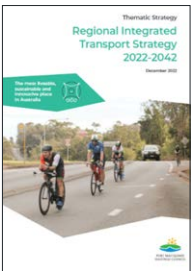


Figure 4. Regional Integrated Transport Strategy (Port Macquarie-Hastings Council)

PMHC Regional Integrated Transport Strategy 2022-2042

Port Macquarie-Hastings Council's Regional Integrated Transport Strategy 2022-2042 (RITS) is the key strategic document that guides transport-related planning

and decision-making in the LGA over the next 10 years and beyond.

The RITS provides a framework to plan, develop and deliver a multi-modal movement network including integration between modes and future land use planning. It aims to improve access, accessibility for all users and encourage and facilitate sustainable and active travel.

The purpose of the RITS is to create a set of principles that are then actioned on the ground through the Integrated Transport Plan. The principles include:

- Reduce reliability on cars and improve access
- Improve public transport and active transport (walking and cycling) opportunities
- Improve heavy and light vehicle movement and parking
- Improve mobility and access within land use precincts and town centres
- Enact opportunities for integrated land use and transport planning
- Plan for future technologies and digitalisation to improve connection and access to goods and services
- Align transport objectives at all levels, including Regional, State, Local and other relevant policies and strategies.

People-centric solutions

Liveability

Port Macquarie-Hastings Councils Vision is to be the most liveable, sustainable, and innovative place in Australia.

To help achieve this overall Vision, Council participated as a strategic partner in the 2023 Australian Liveability Census to provide directions for Council planning and policy against key themes from residents of Port Macquarie-Hastings.

The Australian Liveability Census measured 50 neighbourhood place attributes from respondents across Australia and the Port Macquarie-Hastings area to reveal what

really mattered to local communities, along with their priorities and ideas for making their neighbourhood better for them. The attributes are ranked according to how many people said they would value them in their ideal neighbourhood to provide an overall measure of liveability. The Australian Liveability Census then identifies the place attributes that are highly valued by the community to guide priorities for improving liveability.

The results from the 2023 survey identified the top three liveability priorities for the Port-Macquarie-Hastings area as:

- Walking/jogging/bike paths that connect housing to communal amenity (such as shops, parks)
- Access and safety of walking, cycling and/or public transport (such as signage, paths, lighting)
- Quality of public spaces (such as footpaths, verges, and parks)

To improve the liveability of the region investment into our paths and public spaces are a significant priority to our community.

This investment has been thoroughly considered in the development of the Plan with many of the actions developed and prioritised to improve active transport and micro mobility. Further to the Plan, Council is currently conducting a Walking and Cycling Review project to provide a safe, more efficient, and accessible network to support the predicted population growth and wellbeing of local communities, businesses and industries.

These initiatives and actions reflect the increased focus on our path and cycleway network in all our Strategy and Plan development from the Community Strategic Plan to this Plan and our specific action plans.

Best practice design

Movement and Place Framework

The NSW Movement and Place Framework is a shift from previous transport planning practice and acknowledges that traditional movement corridors inherently have more than just a movement function. They are often places for people to spend quality time, working and living. The Movement and Place Framework visualises and categorises corridors according to their importance for both movement and place.

Each corridor can be plotted on a matrix and categorised as follows:

- Movement – how the corridor moves people and goods (for example, major freight route, arterial connection road).
- Place – how the corridor is a destination in its own right (for example, bypass road, civic spaces and main streets).



Figure 5. Movement and Place Framework Transport

Using the principles of movement and place, the actions within the Plan are designed to enhance the appropriate function in identified corridors. The action table uses categories to classify the actions. Three of the categories listed are strongly influenced by the concept of Movement and Place, including:

- Active transport and micro mobility
- Reducing congestion and improve movement of people and freight
- Public transport and ride sharing.

Healthy Streets Framework

Healthy Streets utilises the Movement and Place Framework to assess an area, corridor or street and design options to enhance or improve the amenity and function on the street. Healthy Streets measures a streets design using 10 indicators (shown below) which represent the basic requirements for people to feel welcome to use the space on foot, by bike or public transport.

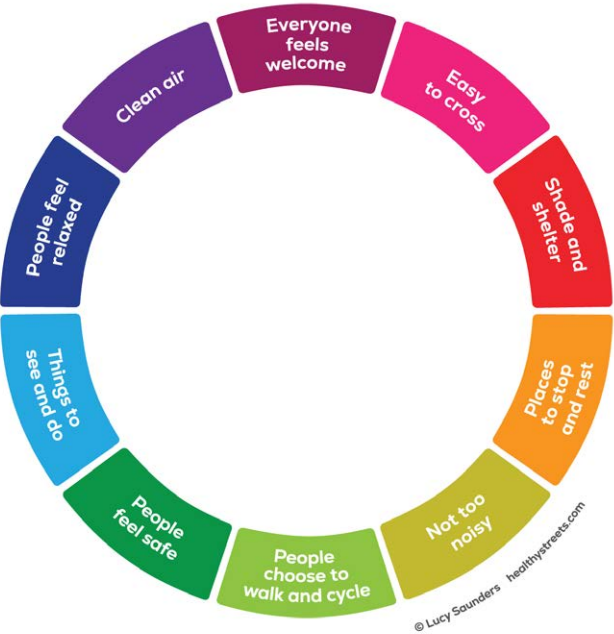


Figure 6. Healthy Streets Framework



▲ Shared path in Port Macquarie town centre

Current state

To move forward, Council and Transport needed to critically analyse the current state of play in the LGA. Through a collaborative partnership the problem identification process for the Port Macquarie-Hastings Integrated Transport Plan was carried out in three stages:

Stage 1: Assessment of strategic direction and alignment

The alignment analysis involved identifying and reviewing strategic documents and initiatives including the Regional Integrated Transport Strategy 2022-2042, Transport Planning for Country, Shaping Our Future 2040 Local Strategic Planning Statement, Urban Growth Management Strategy (UGMS) and NSW Active Transport Strategy. The objective of this work was to guarantee the actions outlined in the Plan would successfully implement practical solutions on the ground that achieved the purpose of the strategies.

Stage 2: Gap analysis of existing action plans

The gap analysis involved a review of all relevant existing NSW Government and Council action plans and past Council resolutions and decisions, including but not limited to the North Coast Regional Plan, Oxley Highway Corridor Strategy (Draft), the 16 Regional Cities Services Improvement Program Review, Pedestrian Access Mobility Plans and Bike Plan. The objective of this work was to ensure any actions included in previous plans that were still relevant and effective were included in the Plan.

Stage 3: Opportunities and challenges assessment

This assessment entailed a review of community sentiment, an examination of the effectiveness of past works completed and an analysis of data from new sources to help identify what new opportunities need to be included in the Plan. The assessment identified eight focus areas, listed below. For the full detailed list of challenges and opportunities refer to [Appendix A](#).

- Active transport (walking and cycling)
- Public transport (road, air, water (ferries) and rail)
- Lack of a mature transport network and available route/mode choices
- Freight connections (road, air, and rail)
- Private vehicle dependency
- Car parking
- Land use planning (transport planning integration)
- Ageing and increasing population
- Changing technologies such as electric vehicles, ebikes.

To achieve this vision requires us to look differently at travel. We need to focus on the movement of people and goods, rather than the movement of vehicles and maximise accessibility (the ability to undertake a range of daily activities with a minimum of travel), rather than mobility (the ability to move freely).

Port Macquarie Regional Integrated Transport Strategy (RITS)

We need to focus on the movement of people and goods, rather than the movement of vehicles and maximize accessibility.



Figure 7. Identifying the priorities

Oxley Highway Port Macquarie Traffic Congestion





Where to from here - action plan

▲ Path construction in Port Macquarie

A coordinated approach between all levels of government and key stakeholders is critical in providing a sustainable and effective transport network that services the community, transport providers and visitors to the area for years to come.

The Plan looks to enact several actions that achieve the strategic 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.

Council and Transport understand that this Plan will be viewed from many different perspectives. Our role is to ensure that as a reader of the Plan you have a clear understanding of what Council and Transport are focused on achieving. To be successful, the role of Local and State government is to:

- be a voice for our community
- to implement on-ground solutions that improve liveability through reduced congestion
- ensure safety is at the heart of designs and decisions
- increase options for multi-modal transport
- advocate for greater behavioural change within our community that will lead to a reduced dependency on the private vehicle.

One key area of interest that is emerging is the discussion around mode shift. To measure the success of the shift in transport mode in our community, Council and Transport have established set targets to test the efficacy of

KPI's and targets

Target Changes	Number of people	Current % of trip method	% Change of all trips (Rounded)	Target %
Bus	+500	0.5%	+1.9%	2.3%
Bicycle	+250	0.5%	+0.9%	1.4%
Walking	+750	3.3%	+2.8%	6.1%
Car	-1500	93.0%	-5.6%	87.4%

Car Trip Analysis and Share of Single Occupant Vehicles

Car as passenger	+1000	6.8%	+4.7%	11.5%
Car as driver	-1000	93.2%	-4.7%	88.5%

Source: Australian Bureau of Statistics (2021) Working Population Profile <https://dbr.abs.gov.au/region.html?lyr=lga&rqn=16380>
https://www.abs.gov.au/census/find-census-data/community-profiles/2021/LGA16380/download/WPP_LGA16380.xlsx

the actions within the Plan that are associated with mode shift. The Plan will monitor the effectiveness of the actions against these targets throughout implementation and adjust accordingly to ensure success.

The detailed action table that can be found in [Appendix B](#) lists out the actions in eight descriptions. The descriptions allow a reader the opportunity to search via geographic location, indicative cost, desired timeframe, or project type depending on what is of importance to them. The eight descriptors are:

- Corridor/area
- Desired action timing and priority
 - Short-term
 - Medium-term
 - Long-term
- Action
- Sub-action
- Project type
 - Infrastructure and construction
 - Planning and design
 - Policy and behaviour
 - Community category

- Active transport and micro mobility
- Public transport and ride sharing
- Reducing congestion and improve the movement of people and freight
- Road safety
- Education
- Indicative costs
- Responsibility.

Within the eight descriptor categories it is important to note the time frame and costs are indicative only. Council manages funding expenditure and annual operational expenditure through a four-year Delivery Program and one-year Operational plan that is adopted by Council each year. As such, projects listed in the action table may not currently have funding associated with them. It is both Council and Transport's role to advocate for funding for the delivery of projects. Based on available grant funding, projects may occur out of sequence from the action plan list.

Highlights of the action plan

This section highlights some of the major works and creative initiatives proposed for delivery within the Plan.

1. Reducing congestion and improve the movement of people and freight

Target: 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.

Proposed solutions:

- Completion of the final business case/s for Oxley Highway Future Growth Program
- Commence implementation of a preferred option for Wrights Road and Lake Road intersections upgrades, including local network links
- Deliver intersection upgrade for the Oxley Highway at King Creek Road to improve road safety and traffic congestion
- Develop and deliver end of trip facilities for pedestrians and cyclists at key locations
- Deliver cyclist and pedestrian connections through the key corridors.

Time frame: Short to medium term

Cost: \$-\$\$\$\$ (indicative cost only)

Responsibility: Transport, Council and joint

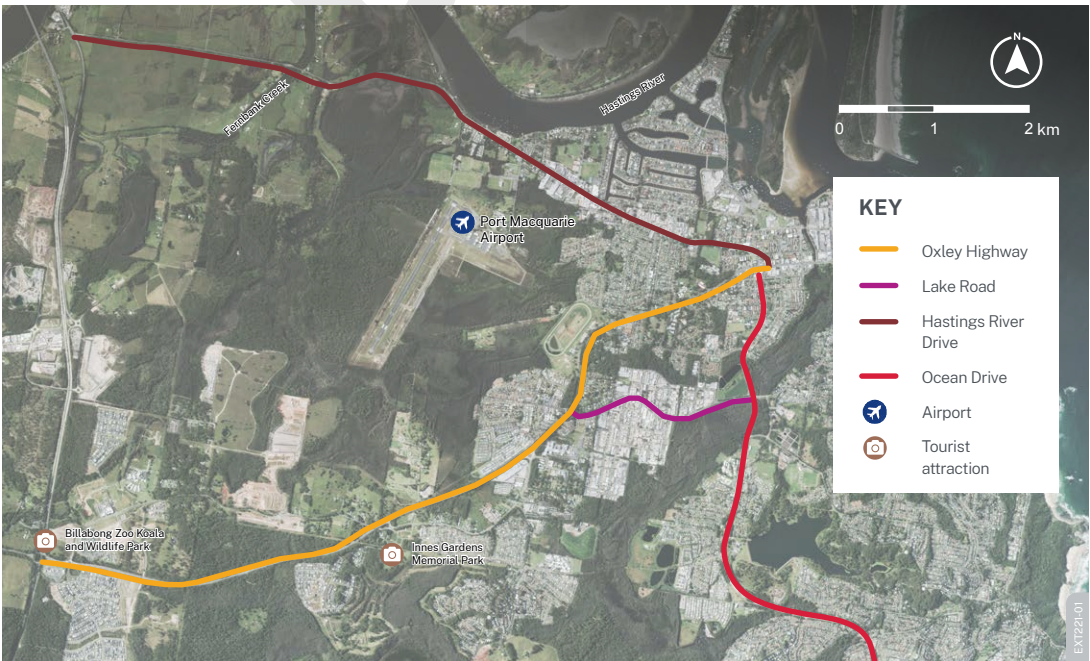


Figure 8. The key corridors of Lake Road, Ocean Drive, Oxley Highway and Hastings River Drive



Figure 9. Ocean Drive Infrastructure Project.

Case Study

Ocean Drive Duplication

Project snapshot

- Status Under Construction
- Project type Transport Infrastructure
- Project value \$111,000,000

Ocean Drive Duplication is a critical project in the future planning of a sophisticated road network to cater for the population and visitor growth expected in our region. It will maintain the development of a high standard transport link between Port Macquarie, Lake Cathie, Bonny Hills, Laurieton and Kew.

The upgrade will feature dedicated on road cycle lanes in both directions and off-road shared user paths and demonstrates Council's vision to cater for the wider needs for all of our modes of transport.

This project is an excellent example of Council and Transport collaborating not only to secure joint funding, but also coordinate, manage and deliver complex infrastructure projects. This is a model for integrated transport planning and project delivery, such as the projects and actions outlined within the Integrated Transport Plan.

2. Active transport and micromobility – healthy streets vision

Target: Enhance the current transport infrastructure through streetscape improvements, to improve accessibility, foster community cohesion, and promote safety, thereby encouraging a wider variety of transportation modes.

Proposed solution:

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.

Time frame: Short-medium term

Cost: \$-\$\$\$\$ (indicative cost only)

Responsibility: Transport and Council



Figure 10. Hastings Street at intersection of Bain Street now



Figure 11. Artist impression of Hastings Street improvements in line with Healthy Streets approach

Case Study

Hastings Street, Wauchope

An example of the vision being put into practice using the Movement and Place Framework to align with Transport and Port Macquarie-Hastings Council strategic directions is the Healthy Streets Assessment for Hastings Street Wauchope. Upgrades could potentially include pedestrian crossings, tree plantings for shade and shelter, water fountains, bike paths for active users and lighting for evening use while maintaining the great majority of parking spaces along the corridor. These combined with speed zone reductions help to create a health street beyond the use of vehicle traffic only - providing the opportunity for community members to actively travel for work, recreation, and day to day needs.

This is a preliminary example showing what could be achieved by implementing the Movement and Place Framework in Hastings Street, Wauchope. Community engagement, detailed investigations, planning and funding would be required to turn the vision into reality, however this philosophy will be used to inform the planning and design of our transport infrastructure across the region. Transport and Council are working together to ensure we can plan for future upgrades that support and enable better connected community places and provide transport options and infrastructure which promotes safe access to services and facilities for healthier living, including walking and cycling for work, entertainment, and leisure activities.

3. Active transport and micro mobility – active transport connections

Target: Development of cycleways and footpaths that create safe and accessible routes for cyclists and pedestrians to travel between essential locations within the region

Proposed solutions:

- Construct remaining stages of Beach-to-Beach Shared Path between North Haven Break Wall and Pilot Beach, prioritising connection of Dunbogan to Laurieton

- Deliver the Schools-to-Schools path connection from Kendall to Laurieton by carrying out planning and design and seeking funding to enable construction.
- Implement identified actions for active transport and micro mobility in the Pacific Drive, Lighthouse Road and Ocean Drive corridors.
- Improve walking and cycling route connectivity within Wauchope such as along High Street and Cameron Street.

Time frame: Short-medium term

Cost: \$\$-\$\$\$\$ (indicative cost only)

Responsibility: Council

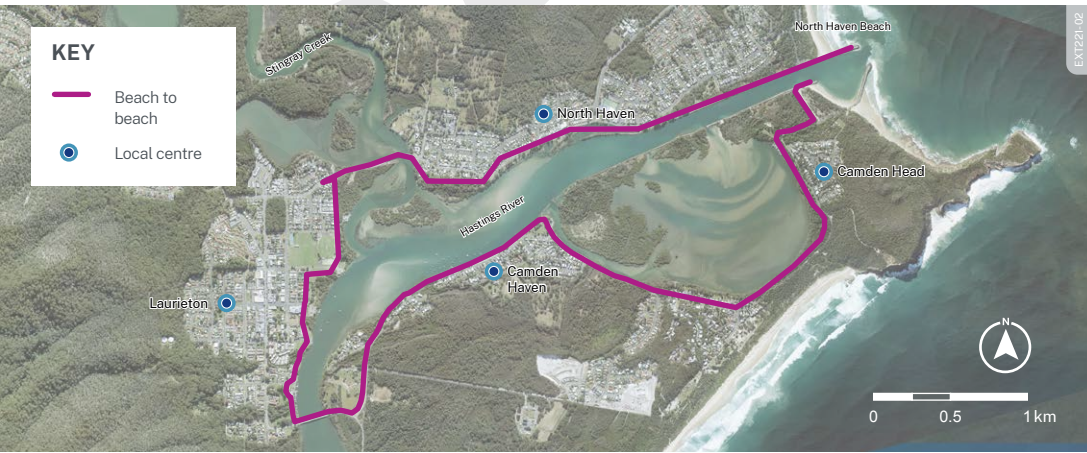


Figure 12. The beach-to-beach shared path between North Haven Break Wall and Pilot Beach

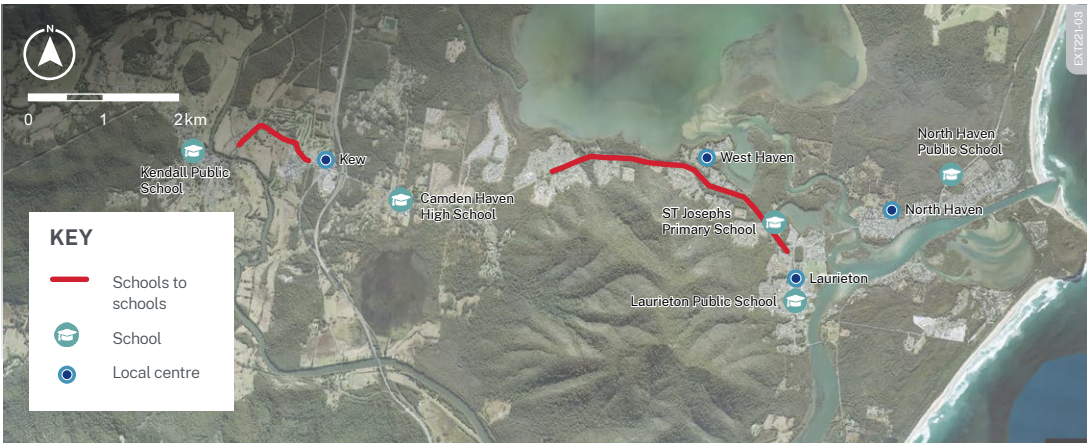


Figure 13. The schools-to-schools path connection from Kendall to Laurieton

4. Improving road safety

Target: Improve road safety through better road infrastructure conditions. Focusing on layouts at key areas and intersections will provide safer movement, reduce incidence of accidents, and encourage safer road use.

Proposed solutions:

- Complete strategic options and designs for both interim and longer-term upgrades of the Houston Mitchell Drive - Pacific Highway intersection, including future grade separation, and obtain funding and deliver the preferred upgrade strategy

- Deliver the Pacific Highway – Oxley Highway Interchange Upgrade to provide additional capacity on the North Bound Off Ramp.
- Deliver intersection upgrade for the Oxley Highway at King Creek Road to improve road safety and traffic congestion.
- Upgrade various prioritised intersections across the LGA, including along Hastings River Drive, key local roads intersections within Port Macquarie and along the Ocean Drive corridor.

Time frame: Short to medium

Cost: \$\$\$- \$\$\$\$\$ (indicative cost only)

Responsibility: Council and Transport



Figure 14. Hastings River Drive



Figure 15. Oxley Highway Upgrades

5. Catering for growth

Target: Transport infrastructure including public and active transport networks are planned, designed and constructed to cater for growth and sustainable development.

Proposed solutions:

- 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.

- Finalise modelling of additional local road transport links between Lake Road and the Health and Education Precinct (HEP) as part of business case development for the Oxley Highway, Wrights Road / Lake Road upgrade.

- Review traffic modelling in the Local Government area to ensure modelling remains current and best informs transport solutions.

Time frame: Short to Medium

Cost: \$\$-\$\$\$\$ (indicative cost only)

Responsibility: Council and Transport

Conclusion

Port Macquarie-Hastings Council and Transport for NSW have a joint responsibility to manage and provide a sustainable, safe, connected, and equitable transport network for our region. Through the implementation of the Plan this responsibility will be achieved. The Plan has been written to reflect the needs of the Port Macquarie-Hastings Region now and into the future.

It is important to note that not all actions are currently funded but it is the role of both Council and Transport to actively seek funding to implement the plan. The Plan will be reviewed on a 5-year basis and the detailed action plan will be adjusted as required.

The Plan has been written to reflect the needs of the Port Macquarie-Hastings Region now and into the future.

◀
Aerial view of the Pacific Highway bridge over the Hastings River.
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Appendix A

Summary of challenges and opportunities

Mode	Challenges	Opportunities
Active transport 	- Disjointed pedestrian networks across our LGA with poor connectivity especially in residential areas. - There are multiple missing links in the active transport infrastructure. - Lack of facilities such as changerooms, toilets, showers, seating, water fountains, shade, and lighting across the network. - A person's health, fitness and confidence/skill levels affect how, where and when people passengers use the active transport network. - Vulnerable user groups such as children, the elderly, shift workers and those with a disability may limit their usage of active transport if there is poor lighting, tight spaces (e.g., trees or fences causing obstruction) and/or limited visibility along the network. - Lack of end of trip facilities including bike storage across the network. - Key routes within the LGA have previously only partly been identified. - Facilities within new growth areas are not meeting best practice standards and/or are not properly connected to the wider network.	- Influence land use by ensuring all future developments have provision for a 3-metre shared path separated from road networks to encourage all users. - Review pedestrian and cycling plans and identify key links and spines for development of future infrastructure projects. - Provide facilities that encourage "new" users to feel safe, secure, and confident. - Maintain the active transport network so paths are level, free of obstructions and with suitable levels of lighting to ensure greater use especially for vulnerable users. - Provide and appropriate level of infrastructure, including mid and end of trip facilities, bike hubs, rest stations, water fountains and toilet amenities. - Promote the use of active transport as an alternative mode of transport across the region. - Access funding streams from State and Local government including Get NSW Active program to fund critical infrastructure to support active transport access across the region.

Mode	Challenges	Opportunities
Public transport (including buses and ferries) 	- Lack of adequate services and poor route alignment across the region for buses. - Lack of safe and secure infrastructure such as bus stops, seats and shelters that make public transport less attractive. - Limited understanding/passenger feedback on ways to increase public transport usage. - Increased traffic congestion and road maintenance costs with growing population in the future.	- Utilise the 16 Cities endorsed services plan to apply for funding to improve key routes and services. - Improve facilities and connect them with the active transport network to encourage people to try a change to public transport. - Expand services to improve travel times and entice more people to public transport.
Freight (including heavy and light vehicle movements) 	- Increased freight movements on existing corridors will provide opportunity for improved integration, including potential increased use by air. - Lack of connection between primary and secondary freight corridors throughout the LGA. - Industrial areas located near key points of congestion (e.g.Oxley Highway -Lake Road intersection) hinder efficient transport. - Condition of roads on key freight routes.	- Address missing links in the freight network, by investigating the suitability of including those routes currently approved for 25/26m B Double access on the Restricted Access Vehicle Network in the Performance Based Standards Network. - Clarify the demand for freight services from Port Macquarie Regional Airport and identify suitable freight access for the Airport Employment Lands. - Build suitable freight capacity and network resilience into the development of the Oxley Highway Growth Program including Lake Road intersection. - Provisions incorporated into local planning and development assessment practices to consider the suitability of servicing and loading/dock facilities associated with commercial and high-density residential development in the CBD.

Mode	Challenges	Opportunities
Private vehicles 	• Private vehicle usage accounts for around 93% (ABS Census, 2021) of all journeys to and from work in the Port Macquarie-Hastings area. • Congestion on our network due to high reliance on private vehicle transport and limited active and public transport alternatives will increase in line with our population. • The availability of car parking can increase or decrease private vehicle usage in certain areas.	• It is expected that as active and public transport infrastructure and services improve, a corresponding decrease in private vehicle dependency will occur. • Increasing our active and public transport usage can significantly delay and reduce the need for costly infrastructure upgrades. • Improved participation in active transport modes to help drive individual health.
Car parking 	• A surplus of car parking may result in the increase in private vehicle usage as it becomes an even more attractive option. • Sprawl of car parks on land that could otherwise be used to enhance place outcomes and provide community spaces. • The construction cost of acquiring, providing and maintaining parking infrastructure is a significant asset management impact.	• Provide safe and accessible alternative transport modes to reduce dependency on private vehicles. • Increase education and provide options for car-pooling to reduce single person journeys. • Implement recommendations from the parking management plan.
Tourism and event management 	• Many people park and walk to events, however much of the local road network does not have sufficient pathways or lighting. • Increased delays due to congestion, particularly at intersections where vehicles are turning into and out of events. • Many tourists are unfamiliar with the roads and the challenging geometry can create increased safety risks.	• Venues, promoters and Council to further encourage the use of carpooling and shuttle buses. • Improving event public transport for events to remove car dependency and reduce congestion.

Mode	Challenges	Opportunities
Land use and transport integration 	• Currently developments generally focus on private vehicle usage/ access. • Expanding development will place increased strain on the existing transport network. • Often, major residential developments are remote and do not include internal services making private vehicle transport the only travel option available –effectively forcing people to travel for necessities.	• All future land developments have shared path connections for active transport, adequate shade and seating facilities and include provision for bus stops to future development sites. • Provide new growth areas with alternate transport options and public transport facilities to provide genuine choice of transport mode, through a coordinated response to development across all levels of government. • Plan new developments to have a level of self-sufficiency and reduce the travel burden on residents.
Future technologies and innovations 	• Technology development is moving quickly in the transport field. • Cost to upgrade infrastructure and network with emerging technologies can be expensive. • With an ageing population in the LGA there may be resistance to change or to embrace newer technologies.	• Improve electric vehicle charging stations to support electric vehicles and alternative fuels. • Network Plan for ride sharing infrastructure and technology including app development. • Plan for E-bikes and charging stations for the LGA. • Technology to support lighting on low lit transport routes. • Smart technologies car parking (Smart Park App). • Wayfinding.

Appendix B

ITP actions table

WBS	Corridor/Area	Indicative Action Timing and Priority	Action	Sub-Action	Project Type	Community Category	Relative Cost	Responsibility
1.1.0	Oxley Highway	Short-Medium Term	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		 Infrastructure and Construction	Active Transport and Micromobility	\$\$\$	Joint
1.1.1	Oxley Highway	Short Term		Design of cycle way and pedestrian connections along Oxley Highway Corridor	 Planning and Design	Active Transport and Micromobility	\$\$	Joint
1.1.2	Oxley Highway	Short Term		Delivery of cycle way and pedestrian connections along Oxley Highway from Widderson Street to Hastings River Drive	 Infrastructure and Construction	Active Transport and Micromobility	\$\$\$	Joint
1.1.3	Oxley Highway	Medium Term		Delivery of cycle way and pedestrian connections along Oxley Highway from Wrights Road to Widderson Street	 Infrastructure and Construction	Active Transport and Micromobility	\$\$\$	Joint
1.2.0	Oxley Highway	Short -Medium Term	Provide services and infrastructure to provide attractive alternative travel modes along Oxley Highway		 Infrastructure and Construction	Public Transport and Ride Sharing	\$\$	Joint
1.2.1	Oxley Highway	Short Term		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.	 Infrastructure and Construction	Active Transport and Micromobility	\$\$	Council
1.2.2	Oxley Highway	Short Term		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	 Planning and Design	Public Transport and Ride Sharing	\$	Council
1.2.3	Oxley Highway	Short Term		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	 Infrastructure and Construction	Public Transport and Ride Sharing	\$\$	Joint
1.3.0	Oxley Highway	Short Term	Manage the Oxley Highway for growth, congestion, safety and operational concerns between the Oxley Highway / Pacific Highway interchange and Hastings River Drive		 Planning and Design	Reducing Congestion and Improve the Movement of People and Freight	\$\$\$\$\$	TfNSW
1.3.1	Oxley Highway	Short Term		Completion of the final business case/s for Oxley Highway Future Growth Program	 Planning and Design	Reducing Congestion and Improve the Movement of People and Freight	\$\$	TfNSW

WBS	Corridor/Area	Indicative Action Timing and Priority	Action	Sub-Action	Project Type	Community Category	Relative Cost	Responsibility
1.3.2	Oxley Highway	Short -Medium Term		Oxley Highway upgrades including Wrights Road, Lake Road, Phillip Charley and local network links, Wrights Road –Lake Road Upgrade: Commence implementation of preferred option at each location	 Infrastructure and Construction	Reducing Congestion and Improve the Movement of People and Freight	\$\$\$\$\$	TfNSW
1.3.3	Oxley Highway	Short Term		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	 Infrastructure and Construction	Road Safety	\$\$\$\$	TfNSW
1.3.4	Oxley Highway	Short Term		Develop options to improve road safety for students and pedestrians between Widderson Street and Findlay Avenue	 Planning and Design	Road Safety	\$\$	TfNSW
1.3.5	Oxley Highway	Medium Term		Provision of entry and/or exit ramps to/from the Oxley Highway on the eastern side of Carlie Jane Drive to reduce traffic congestion at John Oxley Drive and Sovereign Drive	 Infrastructure and Construction	Reducing Congestion and Improve the Movement of People and Freight	\$\$\$	TfNSW
1.3.6	Oxley Highway	Medium Term		Upgrade the Oxley Highway / Hastings River Drive / Gordon Street / Ocean Drive intersection to increase turning capacity for right turn lanes.	 Infrastructure and Construction	Reducing Congestion and Improve the Movement of People and Freight	\$\$	Council
1.4.0	Oxley Highway	Short Term	Manage the Oxley Highway for growth, congestion, safety and operational concerns between the Oxley Highway / Pacific Highway interchange and Wauchope		 Planning and Design	Reducing Congestion and Improve the Movement of People and Freight	\$\$\$\$	TfNSW
1.4.1	Oxley Highway	Short Term		Deliver intersection upgrade for the Oxley Highway at King Creek Road to improve road safety and traffic congestion	 Infrastructure and Construction	Road Safety	\$\$\$\$	TfNSW
1.4.2	Oxley Highway	Short Term		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.	 Planning and Design	Reducing Congestion and Improve the Movement of People and Freight	\$	Joint
1.4.3	Oxley Highway	Short -Medium Term		Enhance the resilience of the Oxley Highway corridor west of Wauchope to the impacts of natural disasters	 Infrastructure and Construction	Road Safety	\$\$\$	TfNSW
2.1.0	Health and Education Precinct	Short Term	Develop Precinct Plans to coordinate and inform transport infrastructure and network development starting with the Health and Education Precinct (Health and Education Precinct)		 Planning and Design	Reducing Congestion and Improve the Movement of People and Freight	\$	Council
2.2.0	Health and Education Precinct	Short -Medium Term	Provide additional transport links between Lake Road and the Health and Education Precinct to reduce congestion on the Oxley Highway and surrounding road network		 Infrastructure and Construction	Reducing Congestion and Improve the Movement of People and Freight	\$\$	Joint

WBS	Corridor/Area	Indicative Action Timing and Priority	Action	Sub-Action	Project Type	Community Category	Relative Cost	Responsibility
2.2.1	Health and Education Precinct	Short Term		Finalise modelling of additional local road transport links between Lake Road and the Health and Education Precinct	 Planning and Design	Reducing Congestion and Improve the Movement of People and Freight	\$	Joint
2.2.2	Health and Education Precinct	Short Term		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	 Infrastructure and Construction	Reducing Congestion and Improve the Movement of People and Freight	\$\$	Joint
2.2.3	Health and Education Precinct	Medium Term		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.	 Planning and Design	Reducing Congestion and Improve the Movement of People and Freight	\$\$	Joint
2.3.0	Health and Education Precinct	Short Term	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.		 Infrastructure and Construction	Active Transport and Micromobility	\$\$	Council
2.3.1	Health and Education Precinct	Short Term		Complete missing links along the Googik Track and precinct from Geebung Drive to Charles Sturt University	 Infrastructure and Construction	Active Transport and Micromobility	\$\$	Council
2.3.2	Health and Education Precinct	Short Term		Investigate upgrade of the public parking area at Kingfisher Drive to service the Googik track	 Planning and Design	Active Transport and Micromobility	\$	Council
3.1.0	Port Macquarie	Short Term	Plan and deliver traffic signals at the intersection of Buller Street and Hollingworth Street		 Infrastructure and Construction	Road Safety	\$\$	Council
3.2.0	Port Macquarie	Short Term	Delivery of the sealing of Maria River Road to enhance road access to the North Shore community.		 Infrastructure and Construction	Road Safety	\$\$	Council
3.3.0	Port Macquarie	Short Term	Undertake planning to consider feasibility of north-south connection between Hastings River Drive and the Oxley Highway		 Planning and Design	Reducing Congestion and Improve the Movement of People and Freight	\$	Council
4.1.0	Hastings River Drive	Medium Term	Upgrade the Boundary Street / Hastings River Drive intersection to include additional turning capacity to accommodate for development of the Airport Precinct.		 Infrastructure and Construction	Reducing Congestion and Improve the Movement of People and Freight	\$\$	Council
4.2.0	Hastings River Drive	Short Term	Duplicate Hastings River Drive between Boundary Street and Hughes Place, including cyclist facilities, to reduce congestion and provide for traffic growth		 Infrastructure and Construction	Reducing Congestion and Improve the Movement of People and Freight	\$\$\$	Council

WBS	Corridor/Area	Indicative Action Timing and Priority	Action	Sub-Action	Project Type	Community Category	Relative Cost	Responsibility
4.3.0	Hastings River Drive	Short -Medium Term	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		 Infrastructure and Construction	Reducing Congestion and Improve the Movement of People and Freight	\$\$\$	Council
4.3.1	Hastings River Drive	Short Term		Undertake planning and detailed design for intersection upgrades on Hasting River Drive between Aston Street and Clifton Drive	 Planning and Design	Reducing Congestion and Improve the Movement of People and Freight	\$	Council
4.3.2	Hastings River Drive	Short -Medium Term		Deliver intersection upgrades on Hastings River Drive between Aston Street and Clifton Drive	 Infrastructure and Construction	Reducing Congestion and Improve the Movement of People and Freight	\$\$\$	Council
5.1.0	John Oxley Drive	Short Term	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.	 Planning and Design	Reducing Congestion and Improve the Movement of People and Freight	\$	Council
5.1.1	John Oxley Drive	Short Term		Deliver the duplication of John Oxley Drive -Kingfisher Drive to The Ruins Way	 Infrastructure and Construction	Reducing Congestion and Improve the Movement of People and Freight	\$\$\$\$	Council
5.1.2	John Oxley Drive	Short Term		Plan for and undertake the detailed design for the duplication of John Oxley Drive from The Ruins Way to the Oxley Highway exit ramp	 Planning and Design	Reducing Congestion and Improve the Movement of People and Freight	\$\$	Council
5.2.0	John Oxley Drive	Short -Medium Term	Deliver an active transport connection(s) from Thrumster to Health and Education Precint		 Infrastructure and Construction	Active Transport and Micromobility	\$\$\$	Council
5.2.1	John Oxley Drive	Short Term		Deliver an active transport connection from Oxley Highway, Port Town center to Health and Education Precint	 Infrastructure and Construction	Active Transport and Micromobility	\$\$\$	Council
5.2.2	John Oxley Drive	Medium Term		Determine from where then deliver a transport connection from Thrumster to the Oxley Highway	 Infrastructure and Construction	Active Transport and Micromobility	\$\$\$	Council
6.1.0	Lake Road	Short -Medium Term	Provide an active transport link, including separated cycleway where feasible, along Lake Road between the Health and Education Precinct and Ocean Drive		 Infrastructure and Construction	Active Transport and Micromobility	\$\$\$	Council
6.1.1	Lake Road	Short Term		Plan and undertake detailed design of an active transport link along Lake Road to connect the Health and Education Precinct and Ocean Drive	 Planning and Design	Active Transport and Micromobility	\$\$	Council
6.1.2	Lake Road	Short Term		Develop and deliver a separated cycle way along Lake Road between the Health and Education Precinct and Ocean Drive	 Infrastructure and Construction	Active Transport and Micromobility	\$\$\$	Council

WBS	Corridor/Area	Indicative Action Timing and Priority	Action	Sub-Action	Project Type	Community Category	Relative Cost	Responsibility
6.1.3	Lake Road	Medium Term		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	 Infrastructure and Construction	Reducing Congestion and Improve the Movement of People and Freight	\$\$	Multiple
6.2.0	Lake Road	Short Term	Duplicate Lake Road (Stage 3) between Ocean Drive to Chestnut Road to reduce congestion and provide for growth		 Infrastructure and Construction	Reducing Congestion and Improve the Movement of People and Freight	\$\$\$	Council
6.2.1	Lake Road	Short Term		Undertake detailed design, investigations and land acquisition, including obtaining approvals for the duplication of Lake Road (Stage 3).	 Planning and Design	Reducing Congestion and Improve the Movement of People and Freight	\$	Council
6.2.2	Lake Road	Short Term		Construction for the duplication of Lake Road (Stage 3)	 Infrastructure and Construction	Reducing Congestion and Improve the Movement of People and Freight	\$\$\$	Council
6.3.0	Lake Road	Medium Term	Upgrade Lake Road at the intersection with Jindalee and Fernhill Roads (Stage 2) to reduce congestion and improve industrial area access		 Infrastructure and Construction	Reducing Congestion and Improve the Movement of People and Freight	\$\$\$	Council
6.3.1	Lake Road	Short Term		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)	 Planning and Design	Reducing Congestion and Improve the Movement of People and Freight	\$	Council
6.3.2	Lake Road	Medium Term		Construction for the Upgrade of Lake Road at the intersection with Jindalee and Fernhill Roads (Stage 2)	 Infrastructure and Construction	Reducing Congestion and Improve the Movement of People and Freight	\$\$\$	Council
6.4.0	Lake Road	Medium Term	Plan, design and construct the Ocean Drive / Lake Road intersection to increase turning capacity		 Infrastructure and Construction	Reducing Congestion and Improve the Movement of People and Freight	\$\$\$	Council
7.1.0	Ocean Drive	Short Term	Plan for a Separated/Off Road Cycle link from Port Macquarie to Lake Cathie		 Planning and Design	Active Transport and Micromobility	\$	Council
7.2.0	Ocean Drive	Medium Term	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.		 Infrastructure and Construction	Active Transport and Micromobility	\$\$	Council
7.3.0	Ocean Drive	Medium Term	Install a shared path on one side of the Ocean Drive corridor through Lake Cathie and Bonny Hills		 Infrastructure and Construction	Active Transport and Micromobility	\$\$\$	Council
7.4.0	Ocean Drive	Medium Term	Upgrade road shoulders for the entire length of Hastings River Drive outside the urban area to support active transport use		 Infrastructure and Construction	Active Transport and Micromobility	\$\$\$	Council



WBS	Corridor/Area	Indicative Action Timing and Priority	Action	Sub-Action	Project Type	Community Category	Relative Cost	Responsibility
7.5.0	Ocean Drive	Medium Term	Upgrade road shoulders for the entire length of Ocean Drive outside the urban area to support active transport use		 Infrastructure and Construction	Active Transport and Micromobility	\$\$\$	Council
7.6.0	Ocean Drive	Medium Term	Upgrade Ocean Drive through the Lake Cathie urban area		 Infrastructure and Construction	Reducing Congestion and Improve the Movement of People and Freight	\$\$\$	Council
7.7.0	Ocean Drive	Medium Term	Develop criteria for future bypassing of Ocean Drive of coastal townships, including Bonny Hills, North Haven and West Haven, and undertake business case assessments		 Planning and Design	Reducing Congestion and Improve the Movement of People and Freight	\$	Council
7.8.0	Ocean Drive	Medium Term	Investigate, plan and design the intersection upgrade for Ocean Drive and Kew Road, Laurieton to improve safety		 Planning and Design	Road Safety	\$	Council
7.9.0	Ocean Drive	Short Term	Investigate, plan and design the upgrade of Ocean Drive and Koala Street intersection to improve congestion and safety		 Planning and Design	Reducing Congestion and Improve the Movement of People and Freight	\$	Council
8.1.0	Pacific Highway	Short Term	Houston Mitchell Drive –Pacific Highway Intersection Upgrade to improve road safety		 Infrastructure and Construction	Road Safety	\$\$\$\$	TfNSW
8.1.1	Pacific Highway	Short Term		Complete strategic options and designs for interim and longer-term upgrades of the Houston Mitchell Drive -Pacific Highway intersection.	 Planning and Design	Road Safety	\$\$	TfNSW
8.1.2	Pacific Highway	Short Term		Obtain funding and deliver preferred upgrade strategy for the Houston Mitchell Drive -Pacific Highway intersection.	 Infrastructure and Construction	Road Safety	\$\$\$\$	TfNSW
9.1.0	Camden Haven and Dunbogan (Beach to Beach)	Short -Medium Term	Implement remaining stages of Beach to Beach Shared Path between North Haven Break Wall and Pilot Beach, prioritising connection of Dunbogan to Laurieton		 Infrastructure and Construction	Active Transport and Micromobility	\$\$\$	Council
10.1.0	West Haven/Kew/ Kendal	Short -Medium Term	Deliver the Schools to Schools path connecting from Kendall to Laurieton		 Infrastructure and Construction	Active Transport and Micromobility	\$\$\$\$	Council
10.1.1	West Haven/Kew/ Kendal	Short Term		Undertake planning and detailed design of the Schools to Schools path	 Planning and Design	Active Transport and Micromobility	\$\$	Council
10.1.2	West Haven/Kew/ Kendal	Short -Medium Term		Construct priority Schools to Schools path stages, commencing with Kew to Laurieton, then Kew to Kendall.	 Infrastructure and Construction	Active Transport and Micromobility	\$\$\$\$	Council
11.1.0	Thrumster	Short -Medium Term	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		 Infrastructure and Construction	Reducing Congestion and Improve the Movement of People and Freight	\$\$\$	Council

WBS	Corridor/Area	Indicative Action Timing and Priority	Action	Sub-Action	Project Type	Community Category	Relative Cost	Responsibility
11.1.1	Thrumster	Short Term		Plan and design the Thrumster Street Upgrade and Extension in line with predicted development	 Planning and Design	Reducing Congestion and Improve the Movement of People and Freight	\$	Council
11.1.2	Thrumster	Medium Term		Deliver the Thrumster Street upgrade in line with predicted development	 Infrastructure and Construction	Reducing Congestion and Improve the Movement of People and Freight	\$\$\$	Council
12.1.0	Airport	Short Term	Plan and prepare feasibility and concept design for alternative flood free access to the Port Macquarie Airport		 Planning and Design	Reducing Congestion and Improve the Movement of People and Freight	\$	Joint
12.2.0	Airport	Short Term	Duplicate Boundary Street connection between the Airport and Hastings River Drive		 Infrastructure and Construction	Reducing Congestion and Improve the Movement of People and Freight	\$\$\$\$	Council
13.3.0	Region Wide	Short -Medium Term	Investigate and develop alternative travel solutions to reduce single occupant vehicle trips		 Planning and Design	Reducing Congestion and Improve the Movement of People and Freight	\$\$	Joint
13.3.1	Region Wide	Short Term		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.	 Infrastructure and Construction	Reducing Congestion and Improve the Movement of People and Freight	\$\$	Joint
13.3.2	Region Wide	Short Term		Investigate suitable ride-sharing opportunities and platforms. Promote and share information on the use of Ride Hailing and Shared Transportation across the LGA.	 Planning and Design	Reducing Congestion and Improve the Movement of People and Freight	\$	Joint
13.3.3	Region Wide	Short -Medium Term		Improve local bus service and taxi service connection with passenger rail and aviation services and access to multimodal public transport	 Planning and Design	Reducing Congestion and Improve the Movement of People and Freight	\$	TfNSW
13.3.4	Region Wide	Short Term		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.	 Policy and Behavioural	Reducing Congestion and Improve the Movement of People and Freight	\$	Joint

WBS	Corridor/Area	Indicative Action Timing and Priority	Action	Sub-Action	Project Type	Community Category	Relative Cost	Responsibility
13.3.5	Region Wide	Short Term		Develop and implement a behavioural change strategy, including an advertising campaign to influence customers to use active and public transport modes and encourage ride sharing across the Port Macquarie-Hastings to reduce unnecessary trips	 Policy and Behavioural	Education	\$	Joint
13.3.6	Region Wide	Medium Term		Review public transport interchanges across the region to minimise walking distances between services (examples include interchanges at major town centres and high use precincts)	 Planning and Design	Public Transport and Ride Sharing	\$	Joint
13.4.0	Region Wide	Short - Medium Term	Parking planning for the Port Macquarie CBD and other priority areas		 Planning and Design	Reducing Congestion and Improve the Movement of People and Freight	\$\$	Council
13.4.1	Region Wide	Short Term		Develop internal guidance collateral that will provide guidance and protocol on the appropriateness, location, size and facilities of commuter car parks	 Planning and Design	Reducing Congestion and Improve the Movement of People and Freight	\$	Council
13.4.2	Region Wide	Short Term		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	 Policy and Behavioural	Reducing Congestion and Improve the Movement of People and Freight	\$	Multiple
13.4.3	Region Wide	Short Term		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.	 Planning and Design	Reducing Congestion and Improve the Movement of People and Freight	\$\$	Council
13.4.4	Region Wide	Short Term		Engage with the development industry, property owners and the community to ensure private parking contributes to outcomes in a centre, location or destination	 Policy and Behavioural	Reducing Congestion and Improve the Movement of People and Freight	\$	Council
13.5.0	Region Wide	Short Term	Support EV promotion through the development of Council EV Infrastructure Policy and where business cases identify -plan for and deliver such supporting infrastructure.		 Policy and Behavioural	Reducing Congestion and Improve the Movement of People and Freight	\$	Council
13.6.0	Region Wide	Short - Medium Term	Investigate and implement new technology to efficiently manage and improve our transport network, reduce unnecessary trips and encourage increased uptake of alternative transport options.		 Policy and Behavioural	Reducing Congestion and Improve the Movement of People and Freight	\$\$	Council

WBS	Corridor/Area	Indicative Action Timing and Priority	Action	Sub-Action	Project Type	Community Category	Relative Cost	Responsibility
13.6.1	Region Wide	Short Term		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	 Planning and Design	Technical Systems Improvements	\$	Council
13.6.2	Region Wide	Short - Medium Term		Deliver walking improvements across the transport network, including lighting and smart technology to improve safety and visibility.	 Infrastructure and Construction	Active Transport and Micromobility	\$\$	Council
13.6.3	Region Wide	Short - Medium Term		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	 Infrastructure and Construction	Technical Systems Improvements	\$	Council
13.7.0	Region Wide	Short - Medium Term	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		 Policy and Behavioural	Reducing Congestion and Improve the Movement of People and Freight	\$	Council
13.8.0	Region Wide	Short Term	Provide cultural wayfinding signage to encourage non vehicle trips whilst supporting cultural awareness and outcomes		 Infrastructure and Construction	Education (Cultural)	\$	Council
13.8.1	Region Wide	Short Term		Work with local Aboriginal communities and Local Aboriginal Land Councils to develop appropriate visual acknowledgements of Country along walking and cycling routes	 Policy and Behavioural	Education (Cultural)	\$	Council
13.9.0	Region Wide	Short - Medium Term	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		 Infrastructure and Construction	Active Transport and Micromobility	\$\$\$	Council
13.9.1	Region Wide	Short Term		Undertake a Healthy Streets Assessment at suitable sites	 Planning and Design	Active Transport and Micromobility	\$	Council
13.9.2	Region Wide	Short - Medium Term		Implement adopted Healthy Streets actions at suitable sites or as part of general project delivery to pilot changes to street use and transport outcomes	 Infrastructure and Construction	Active Transport and Micromobility	\$\$\$	Council
13.10.0	Region Wide	Short Term	Develop a long term vision of a coastal shared path connecting Port Macquarie, Lake Cathie, Bonny Hills and North Haven		 Planning and Design	Active Transport and Micromobility	\$	Council

WBS	Corridor/Area	Indicative Action Timing and Priority	Action	Sub-Action	Project Type	Community Category	Relative Cost	Responsibility
13.11.0	Region Wide	Short Term	Review traffic modelling in the Local Government area in 2026. Consideration to include but not limited to alternate routes bypassing Wauchope and Bonny Hills and, alternative access to the airport/access between the Oxley Highway corridor and Hastings River Drive		 Planning and Design	Reducing Congestion and Improve the Movement of People and Freight	\$	Council
13.12.0	Region Wide	Short Term	Pursue government funding for projects in this plan in line with priorities		 Planning and Design	Reducing Congestion and Improve the Movement of People and Freight	\$	Council
13.13.0	Region Wide	Short Term	Undertake a risk assessment of the resilience of corridors, including but not limited to Comboyne Road corridor, to the impacts of natural disasters.		 Planning and Design	Reducing Congestion and Improve the Movement of People and Freight	\$	Council
14.0.0	Wauchope	Short - Medium Term	"Improve walking and cycling route connectivity within Wauchope."		 Infrastructure and Construction	Active Transport and Micromobility	\$\$	Council
14.1.1	Wauchope	Short - Medium Term		Connect the north-south shared path on Cameron Street from the Hastings River to Blackbutt Drive	 Infrastructure and Construction	Active Transport and Micromobility	\$\$	Council
14.1.2	Wauchope	Short - Medium Term		Connect using a shared path on High Street west of Blackbutt Drive to the existing Allan Road on-road route	 Infrastructure and Construction	Active Transport and Micromobility	\$\$	Council
14.1.3	Wauchope	Short - Medium Term		Connect using a shared path between Timbertown Estate and Yippin Creek to the town centre	 Infrastructure and Construction	Active Transport and Micromobility	\$\$	Council
14.2.0	Wauchope	Medium Term	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		 Infrastructure and Construction	Active Transport and Micromobility	\$\$\$	Joint
14.2.1	Wauchope	Medium Term		Upgrade road shoulders on the Oxley Highway between Port Macquarie and Wauchope where feasible and deliverable.	 Infrastructure and Construction	Active Transport and Micromobility	\$\$\$	TfNSW
15.1.0	Pacific Dr	Short Term	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		 Infrastructure and Construction	Active Transport and Micromobility	\$\$	Council
16.1.0	Beechwood Rd	Short Term	Complete the remaining stages of the Beechwood Road upgrade to provide for future development needs and enhanced flood resilience		 Infrastructure and Construction	Reducing Congestion and Improve the Movement of People and Freight	\$\$	Council

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Port Macquarie-Hastings Integrated Transport Plan

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Transport for NSW
76 Victoria Street
Grafton NSW 2460

Port Macquarie-Hastings Council
Port Macquarie NSW 2444
17 Burrawan Street

