



Better by Bicycle

Safer, sustainable streets for Port Macquarie

Port Macquarie Town Centre Draft Precinct Parking Plan Submission

Better By Bicycle Port Macquarie April 2026

Overview

Thank you for reviewing parking in Port Macquarie. We appreciate that your remit may be for a short-term fix but hope that it is the starting point for more radical solutions to our town's transport and liveability challenges. From an active transport perspective, it appears short-sighted and focuses almost exclusively on reducing the time-limits for car parking with little focus on decreasing parking demand or on pedestrian and cyclist safety. This view is summarised at the outset by stating that the proposals recognise "the existing public transport and walking and riding options". We would like to see those options greatly improved, not embedded in plans such as this.

Port Macquarie is no longer a small regional town where cars can freely cruise and park. The choke points surrounding it's centre are evidence of that. This parking plan is not consistent with council's *City Heart Master Plan*, which will increase population density, nor its *Integrated Transport Plan (2024)* which aims to reduce reliance on cars. As you know, there are more and more bikes on our streets every day. More and more people want to get back on their bikes particularly with the current fuel crisis. It is disappointing that the PMTCPPP appears to neither acknowledge nor support this.

Key Recommendations

Ways to improve pedestrian connectivity

In response to:

ACTION 1: Improve pedestrian connectivity through providing additional crossing opportunities by removing some kerbside and median parking and constructing kerb build-outs on Horton Street, Hay Street, and Clarence Street 2

Whilst we are supportive of improving pedestrian connectivity on the streets, kerb build outs can be hazardous towards bikes, pushing them into passing traffic and causing accidents if clipped by a wheel.

We suggest crossing opportunities, pedestrian and cyclist safety are improved by:

- 1) creating pedestrian crossings or raised 'wombat' crossings in the place of these build-outs, that do not endanger cyclists.
- 2) reducing the speed limit in the CBD to 30km/hr. No car can, realistically, travel through the CBD during the day at 50km/hr, but having a lower speed limit will mean cars drivers are less impatient and both pedestrians and cyclists feel significantly safer in the CBD.



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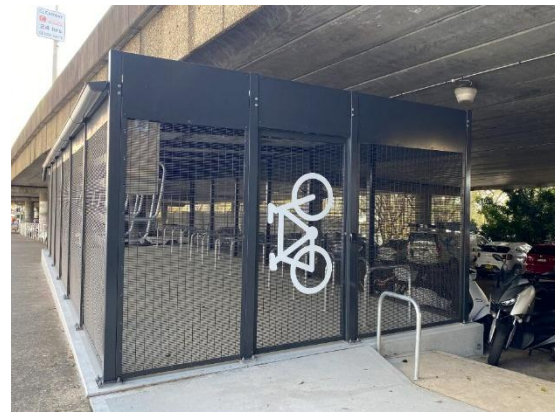
Secure bike parking to reduce demand for car parks

We strongly suggest that the PMHC investigate creating secure bike parking facilities at major shopping and transport hubs to enable workers and shoppers to feel safe leaving their bikes unattended in the town centre.

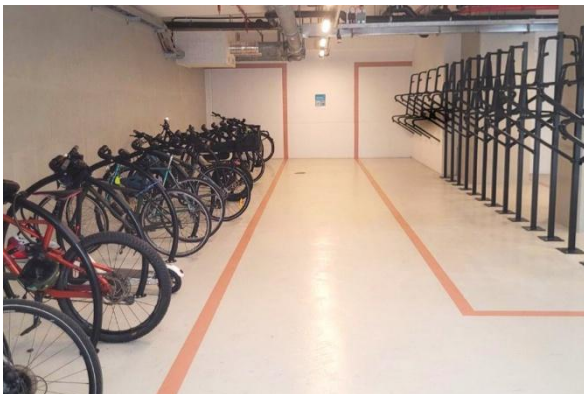
Many local residents are keen to use their bikes more but nervous of them being stolen when unattended. We have had significant feedback on our social media channels that lack of secure bike parking facilities is a major barrier for people using their bikes for work, shopping and appointments in town. This is in keeping with both the *PMHC Walking and Cycling Plan* and the *PMHC Integrated Transport Plan* that suggest developing end use facilities for bikes in the CBD area. Creating secure storage facilities will reduce demand for car parking. Below are some examples:



Parkiteer cage, Victoria (at train stations)



Waverley Bicycle cage (Transport NSW)



Victoria Cross Bike Shed (basement)



Sydenham Bike Shed (from inside)



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Reduce Gordon Street walking and cycling hazard through rezoning

The Proposed Parking Map shows no signs of changing the parking along Gordon Street adjacent to the Kooloonbung Creek Park. There are several major hazards on this section of Gordon Street.

- 1) Currently Gordon Street is too dangerous for cyclists so most cyclists ride on the very narrow footpath beside Kooloonbung Creek Reserve. This is a well-used footpath which adjoins a bus stop. Cyclists on the footpath can cause pedestrian anxiety and risk of collision, particularly as the path narrows at the bus stop.
- 2) There is also a significant risk of bike riders accidentally leaving the path, when avoiding pedestrians, and crashing, possibly involving road traffic.
- 3) Whilst parking is required near the toilet block, we recommend there be a no stopping zone further west, an apron from the shared path allowing cyclists to smoothly enter the road, and a cycling lane.
- 4) There is an opportunity to direct people wanting to visit Kooloonbung Creek Nature Reserve to a safer area to park, for instance near the Scout Hall.

The bigger picture: make space for a liveable town center.

Parked cars present a hazard to cyclists; many accidents involve doors being opened unexpectedly in the path of a cyclist. Moving cars are also a hazard. To facilitate more bicycle access to town we ultimately need bicycle lanes in which cyclists will feel safe and move efficiently. Innovative solutions, such as a one-way system, might allow space for bicycle lanes on our streets but some street parking will ultimately need to be sacrificed.



Most of our members are car drivers and we support ease of access to the town center by car when needed, without prohibitive cost. We would like to see more off-street parking and options such as park-and-ride.

Any questions?

Better By Bicycle Port Macquarie is committed to working with PMHC to improve the safety and amenity of our roads for all users, particularly bike riders. We would love to have the opportunity to talk with and work with the council on this matter further.