

Port Macquarie-Hastings
Pedestrian Access and Mobility Plan

Working Paper
COMMUNITY ENGAGEMENT

December 2014



PORT MACQUARIE
HASTINGS

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1 Introduction

The Draft Port Macquarie-Hastings Pedestrian Access and Mobility Plan was placed on public exhibition for the period 21 July to 18 August 2014. The documents, which were exhibited on Council's website, and at offices and libraries, were:

- a) Draft Pedestrian Access and Mobility Plan (PAMP) report.
- b) Draft Pedestrian infrastructure maps.

This working paper represents a summary of submissions received during the exhibition period. The document is not a comprehensive listing of every item from every submission but seeks to highlight key issues that have led to changes to the Draft PAMP.

2 Submissions

2.1 Stakeholder Groups

Submissions were received from the following six stakeholder groups:

- Bonny Hills Progress Association
- Camden Haven Schools to Schools Shared Path
- Country Labor
- Lake Cathie Progress Association
- Port Macquarie-Hastings Council Access Sub-Committee
- Wauchope Business Association

A summary of key issues raised, including Council comments where appropriate, are listed in the following tables.

Bonny Hills Progress Association

| Issue | Council Comment |
|--|---|
| General comments: | |
| PAMP must not be developed in isolation from other plans and strategies. | Agree. The overarching Integrated Transport Strategy (in progress) attempts to bring greater integration to Council's various transport planning initiatives. |
| The actions along Ocean Drive should always be consistent with the Bonny Hills LATM. | The Bonny Hills Traffic Management Scheme previously prepared is currently being updated by Council with input from BHPA. |
| Draft Bonny Hills village centre map comments: | |
| Proposed crossing facility of Ocean Drive near Panorama Drive north may not be suitable due to safety concerns. | Will be retained in pedestrian infrastructure map but subject to more detailed investigation in the future. |
| Proposed crossing facility of Ocean Drive near Bartlett Street may not be used by many pedestrians. Crossing facility of Ocean Drive should be considered linking the existing Post Office / Real Estate shop and Bonny Hills Plaza. | Proposed facility has been relocated to the north of Bartlett Street. |
| Footpath on the northern (ocean) side of Ocean Drive between Rodley Street and the existing path to the surf club should be a high priority. | Noted for future priorities, to be considered across the entire proposed footpath network. |
| Pedestrian facilities should be improved on Beach Street, a popular walking route. | Proposed facility has been included on Beach Street. |
| Lake Cathie Public School will open in 2015 without adequate pedestrian facilities. | Council has been lobbying the state government to provide suitable pedestrian access to the school. Some of the pedestrian infrastructure will be provided with future land use development and construction of a roundabout at the intersection of Ocean Drive and Houston Mitchell Drive. |
| The existing crossing facilities of Ocean Drive opposite the "Top Shop" and the Tavern are poorly maintained. | Referred to Council's maintenance section, where works are prioritised according to a risk based process. |
| Map should cover the area of Bonny Hills to the north of Rodley Street / McGilvray Road. | See comment in <i>Section 3 - Conclusions</i> about the study area. |

Bonny Hills Progress Association

| <i>Issue</i> | <i>Council Comment</i> |
|--------------|------------------------|
|--------------|------------------------|

Camden Haven Schools to Schools Shared Path

| <i>Issue</i> | <i>Council Comment</i> |
|--|---|
| Shared path from Kendall Public School to Laurieton Public School should be a regional priority. | Council is working closely with RMS and the community to develop an off-road shared path from Kendall to Laurieton. |

Country Labor

| <i>Issue</i> | <i>Council Comment</i> |
|--|---|
| General comments: | |
| The timing of the PAMP public exhibition coinciding with plans for the 2014-15 Footpath / Cycleway Program was confusing. | Council acknowledges this may have been confusing. \$500,000 is allocated in 2014-15 for footpath projects and many of these have been completed. |
| Prioritisation of pedestrian facilities should be based on the criteria used for the 2014-15 Footpath / Cycleway Program. | Agree. The PAMP establishes an overall strategy. It will be used to develop annual works programs based on a more detailed assessment of priorities according to specific criteria. |
| Are shared paths appropriate? | Shared paths are an appropriate treatment in certain locations according to Australian Standards, Austroads guidelines and RMS guidelines. |
| The focus of the PAMP should be the elderly and those with mobility issues. | Pedestrian facilities need to cater for all age groups and all ability levels, including the elderly and those with mobility issues. |
| Draft Port Macquarie town centre map comments: | |
| Improved crossings of Gordon Street, including traffic signals at the Horton Street intersection, should be a priority. | An improved crossing facility is proposed for the Gordon and Horton street intersection. Mid-block traffic signals will also be investigated on Gordon Street at Kooloonbung Creek. |
| Draft Settlement City precinct map comments: | |
| Traffic signals should be provided at the intersection of Hastings River Drive and Park Street to replace the existing roundabout. | The current design for the upgrading of this section of Hastings River Drive retains a roundabout at this intersection. |

Lake Cathie Progress Association

| <i>Issue</i> | <i>Council Comment</i> |
|---|---|
| Draft Lake Cathie village centre map comments: | |
| Proposed crossing facility between the shops and foreshore reserve (between Evans St south and Oxley St) should be moved further to the north to match the existing pedestrian desire line. This is the highest crossing priority in Lake Cathie. | Proposed facility has been relocated slightly to the north. |
| Existing footpath on Aqua Cr does not continue along Bundalla Ave. | Map has been amended. |
| Footpath should be considered on Ocean Dr from Miala St to the medical centre. | Proposed shared path is included in the Draft Bike Plan. |

Port Macquarie - Hastings Council Access Sub-Committee

| <i>Issue</i> | <i>Council Comment</i> |
|---|--|
| High priority works that are included in Draft PAMP: <ul style="list-style-type: none"> • Hastings River Drive footpath (Settlement City map) • Crossing/pedestrian refuge at the corner of Seymour and Lake Streets (Laurieton map) • Lake Cathie proposed crossings of Ocean Drive (Lake Cathie map) | Works are included in the draft maps. Will be used in determining priorities as part of considerations for future works programs. |
| High priority works that should be included in the PAMP: <ul style="list-style-type: none"> • Improved pedestrian crossings for High Street in Wauchope town centre • Hill Street, Port Macquarie - footpath linking Retirement Village to medical precinct and Hill St Store | Maps have been amended. Council and RMS are planning to consult with the community on the issue of High Street pedestrian crossings. |
| High priority regional facilities: <ul style="list-style-type: none"> • Schools to Schools shared pathway • Beach to Beach shared pathway | Council is undertaking planning work for the Schools to Schools and Beach to Beach projects, and working closely with the community organisations. |
| Maintenance issues: <ul style="list-style-type: none"> • Signage at the Clarence Street shared zone in Port Macquarie town centre • Repaint the pedestrian crossing at Clarence Street PMQ (Glasshouse corner) | Referred to Council's maintenance section, where works are prioritised according to a risk based process. |

Wauchope Business Association

| <i>Issue</i> | <i>Council Comment</i> |
|---|--|
| Draft Wauchope town centre map comments: | |
| Crossing facility should be considered on Young Street between Hastings and Bransdon Streets. | Location may be investigated in the future but has not been included in the map. |
| The two pedestrian crossings on High Street could be rationalised into one crossing. | Council and RMS are planning to consult with the community on this issue. |
| A 40 km/h High Pedestrian Activity Area for High Street is not supported. | Council and RMS propose to undertake consultation to obtain the views of the entire community. |

2.2 Individual Residents

Submissions were received from 23 individuals. A summary of key issues raised, including Council comments where appropriate, are listed below.

General Comments

| <i>Issue</i> | <i>Council Comment</i> |
|--|---|
| Footpaths should be provided on at least one side of every road in urban areas. | Footpaths are generally not necessary on very low volume roads. The provision of footpaths on other roads is assessed on merit with respect to budget constraints. |
| Footpaths should be included on new subdivision roads. They should be the responsibility of the developer and not funded by the ratepayer at a later date. | Council is reviewing various policies to determine if developers can be made to provide more footpaths on roads within subdivisions. |
| Roundabouts should have pedestrian refuges on the splitter islands so that roads can be crossed in stages. | Each roundabout should be designed on merit giving consideration to pedestrian facilities and safety. Existing roundabouts will be reviewed to determine if refuges can be safely retrofitted. |
| Footpath priorities should aim to achieve a path on one side of a street but not always both sides. | Each proposed path will be prioritised on merit with respect to specific criteria. |
| New footpaths and driveways need to be constructed to acceptable disability standards without excessive crossfall and steep lips at the kerb. | Council works to Aus-Spec design standards which address these issues. Council will continue to seek compliance with relevant standards. |
| Mobility scooters are becoming increasingly popular but encounter problems such as lack of footpaths, kerb ramps, safe road crossings etc. | The state government has established a committee to determine a uniform approach to the complex issue of mobility scooters. Council has provided input to this committee and is awaiting the recommendations. Where new paths are constructed kerb ramps are installed. |

Draft Port Macquarie town centre map comments

| <i>Issue</i> | <i>Council Comment</i> |
|---|--|
| The crossings on Gordon Street are difficult for pedestrians because of the high speed and high volume of traffic. | The Draft Report notes that Gordon Street is a barrier to pedestrian movement. |
| A crossing of Gordon Street at Kooloonbung Creek should be provided. | Such a crossing has been included in the map and has also been proposed in the Town Centre Masterplan Review. |
| The path on the southern side of Gordon Street, between Hollingworth Street and Lake Road, should be designated as a shared path. | The path is designated as a shared path between Horton Street and Lake Road. Between Horton and Hollingworth Streets, it is less than the required width of 2.0m for designation as a shared path. |
| A 40 km/h High Pedestrian Activity Area should be considered for Gordon Street. | Council proposes to undertake consultation in relation to implementing a 40 km/h High Pedestrian Activity Area in Port Macquarie CBD. |
| There should be a path from Rotary Park to Town Beach. | Council is currently investigating such a path as part of an overall masterplan for the precinct. |

Draft Settlement City precinct map comments

| <i>Issue</i> | <i>Council Comment</i> |
|---|--|
| A safe crossing of Hastings River Drive in the vicinity of Garden Village and the medical centre is required. | Will be considered as part of plans for a major upgrade of this section of Hastings River Drive. |
| Footpaths need to be improved in the precinct bound by Ackroyd, Morton and Heather Streets. | Map has been amended to include footpaths on some of these streets. |
| Routes from Settlement City precinct to town centre lack safe crossing opportunities and kerb ramps. | Will be investigated as part of ongoing maintenance works. |
| A footpath should be provided within the park on Garden Crescent so it can be more user friendly for Garden Village residents and the general public. | Will be considered for future improvements to the park. |

Draft Wauchope town centre map comments

| <i>Issue</i> | <i>Council Comment</i> |
|--|---|
| The two pedestrian crossings on High Street could be rationalised into one crossing. | Council and RMS are planning to consult with the community on this issue. |
| A 40 km/h High Pedestrian Activity Area for High Street is supported. | Council and RMS propose to undertake consultation to obtain the views of the entire community. |
| Proposed crossing facility on Cameron Street near Young Street is not warranted. | Council believes there is sufficient demand to warrant a crossing at this location at some point in the future. |
| Proposed crossing facility on Hastings Street near Young Street is not warranted. | Proposed crossing facility has been removed from the draft map. |

Draft Lake Cathie village centre map comments

| <i>Issue</i> | <i>Council Comment</i> |
|--|---|
| Proposed Illaroo Road footpath should be on the eastern side of the road on top of the planned revetment wall. | Map has been amended to show the proposed path on the eastern side of Illaroo Road. |

Draft Bonny Hills village centre map comments

| <i>Issue</i> | <i>Council Comment</i> |
|--|---|
| Crossing facility of Ocean Drive should be considered linking the existing Post Office / Real Estate shop and Bonny Hills Plaza. | Proposed facility has been relocated to the north of Bartlett Street. |

3 Conclusions

Many of the submissions noted that maps had not been prepared for all urban areas of the Port Macquarie-Hastings LGA. The Draft Report highlights that the current PAMP is focused on the selected high pedestrian activity areas. The Draft Report also stated:

In future years, as resources permit, pedestrian infrastructure maps may be prepared for other villages and high pedestrian activity precincts.

The immediate priority of Council is therefore to finalise the current PAMP for the 10 selected high pedestrian activity areas. Once these are finalised consideration will be given to preparing maps for other areas.

The process to finalise and implement the current PAMP is illustrated below. Each of the actions included in the pedestrian infrastructure maps will be prioritised. Actions may either be incorporated into other projects (e.g. road upgrade, traffic signals, routine maintenance etc) or included as standalone items in future Delivery Programs and Operational Plans as funding allows.

