

# Port Macquarie-Hastings Council Transport Strategy

Working Paper 3

## COMMUNITY ENGAGEMENT

May 2014



PORT MACQUARIE  
HASTINGS

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# 1 Introduction

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The development of the Port Macquarie-Hastings Transport Strategy is supported by a series of Working Papers:

- Working Paper 1 Background
- Working Paper 2 Existing Conditions and Key Issues
- Working Paper 3 Community Engagement (this working paper)
- Working Paper 4 Preliminary Transport Strategies
- Working Paper 5 Social Impact Statement

Working Paper 1 includes information on the strategy context, vision, objectives, methodology and output format.

Working Paper 2 includes information on existing transport conditions, planning principles, key issues and key challenges.

This document, Working Paper 3, summarises the results of community engagement conducted in February - March 2014. Working Papers 1 and 2 were publicly exhibited between 17 February and 31 March 2014. The community engagement involved:

- Six workshops (two at Wauchope, two at Laurieton and two at Port Macquarie)
- Written and online submissions

## 2 Wauchope Workshops

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Two community engagement workshops were held at Wauchope on Tuesday 11 March 2014 (3pm and 5.30pm). Total attendance was 18 people.

Following a brief introduction, workshop attendees were asked to discuss the following key areas related to transport:

1. Pedestrian (including wheelchairs & mobility scooters)
2. Public Transport & Community Transport
3. Cycling
4. Land Use Development
5. Freight & Business
6. Tourism
7. Future Transport
8. Barriers to Transport

Workshop attendees were asked to think about existing issues, problems and solutions, but were also asked to think about what we, as a community, want in 10 or 20 years time.

Comments and suggestions are summarised in the table on the following pages.

Table 1 Summary of Wauchope Workshops

<p><b>PEDESTRIAN</b></p> <p><b>Footpaths</b></p> <ul style="list-style-type: none"> <li>• Need more footpaths for pedestrians; footpath system needs continuity</li> <li>• Footpaths need to be maintained; street furniture, e.g. advertising signs, can block footpaths</li> <li>• Need pedestrian connections to public transport, schools and between retirement villages and shops (and to suit mobility scooters)</li> <li>• Lack of footpaths in new subdivisions</li> <li>• 1.2m paths are too narrow for prams, scooters, skateboards to pass</li> <li>• Wider paths (2-3m) needed in recreation areas, need facilities for walking for pleasure and exercise (also need seating, water bubblers etc)</li> <li>• Formal, sealed footpaths are best but not always affordable</li> <li>• Need adequate lighting of footpaths in public places</li> <li>• Need to reduce the volume and impacts of heavy vehicles</li> </ul> <p><b>Pedestrian Crossings</b></p> <ul style="list-style-type: none"> <li>• There is a shortage of pedestrian crossings across the LGA</li> <li>• Intersections need to better cater for people with a disability/elderly</li> </ul>	<p><b>PUBLIC TRANSPORT &amp; COMMUNITY TRANSPORT</b></p> <p><b>Bus Services</b></p> <ul style="list-style-type: none"> <li>• Bus services are too infrequent, e.g. Wauchope - Port Macquarie services</li> <li>• Bus services are too expensive</li> <li>• Wauchope bus routes should include hospital and library</li> <li>• Need better bus services to airport</li> <li>• Public services fit around school services; adults can no longer use school buses</li> <li>• Buses can be difficult for elderly users</li> <li>• Use smaller sized buses, electric buses, less polluting buses</li> </ul> <p><b>Rail Services</b></p> <ul style="list-style-type: none"> <li>• Coach connections from Port Macquarie to link up with rail services are limited</li> <li>• Wauchope station is unstaffed for night services</li> <li>• 8.44am southbound train coincides with the AM road network peak and causes traffic congestion</li> </ul> <p><b>Community Transport</b></p> <ul style="list-style-type: none"> <li>• Community transport services are expensive</li> <li>• Only caters for the aged and other people who qualify</li> </ul>
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<p><b>CYCLING</b></p> <p><b><i>Barriers to Cycling</i></b></p> <ul style="list-style-type: none"> <li>• Too dangerous with traffic; need physical separation</li> <li>• Some drivers not considerate of cyclists</li> </ul> <p><b><i>Bicycle Network</i></b></p> <ul style="list-style-type: none"> <li>• Paths often not direct enough</li> <li>• On-road cycleways need to be cleared of debris; some have parked cars</li> <li>• Safe cycle routes to schools are critical</li> <li>• Need Wauchope to Port Macquarie cycleway separate from Oxley Highway; also investigate Wauchope to Port Macquarie cycleway along Hastings River</li> <li>• New link from Racecourse to Timbertown, also to outlying areas e.g. Beechwood, Sancrox, King Creek</li> <li>• Bago vineyard mountain bike trails</li> </ul> <p><b><i>End-of-trip Facilities</i></b></p> <ul style="list-style-type: none"> <li>• Need better bike parking in Wauchope CBD</li> <li>• Need more bike racks in Wauchope, Laurieton and Port Macquarie</li> </ul> <p><b><i>Other</i></b></p> <ul style="list-style-type: none"> <li>• Community bike safety education</li> <li>• Emphasise health benefits of walking/cycling</li> <li>• Driver education</li> <li>• Create a BMX/skateboard activity area</li> </ul>	<p><b>LAND USE DEVELOPMENT</b></p> <ul style="list-style-type: none"> <li>• Future development should be planned around infrastructure, e.g. transport, water etc</li> <li>• Develop better funding models for development</li> <li>• Subdivisions should be required to provide footpaths and cycleways</li> <li>• Do not assume that all residents have cars; people can be isolated in residential estates</li> <li>• Need more attractive housing options close to town centres</li> <li>• Build new self-contained town</li> </ul>
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<p><b>FREIGHT &amp; BUSINESS</b></p> <p><b><i>Freight Depots / Interchanges</i></b></p> <ul style="list-style-type: none"> <li>• Upgrade Wauchope railway station as a railway hub for freight; rail siding could be constructed; rail/road transfer</li> <li>• Move heavy transport depots to highway corridor; freight depot at Sancrox</li> <li>• Need a major truck parking facility (refer to facility proposed for Cundletown)</li> <li>• Land acquisition to ensure development does not block strategic corridors</li> </ul> <p><b><i>New Links</i></b></p> <ul style="list-style-type: none"> <li>• Railway spur into Wauchope industrial area</li> <li>• Upgrade rail line with passing loops, double-track</li> <li>• Oxley Hwy needs to be upgraded to four lanes</li> </ul> <p><b><i>Other</i></b></p> <ul style="list-style-type: none"> <li>• Remove trucks from High Street to improve amenity</li> </ul>	<p><b>TOURISM</b></p> <p><b><i>Opportunities</i></b></p> <ul style="list-style-type: none"> <li>• Walkway linked to tourism destinations; attractive river and coastal walkway</li> <li>• Designate Oxley Hwy as a tourist route, motorcycle route</li> <li>• Four-wheel drive destination e.g. Bago forest</li> <li>• Eco-tourist opportunities</li> <li>• Promote various trails, e.g. wineries, craft, heritage, scenery, food, art, forests, waterways, dam, national parks (see Manning Valley brochures)</li> <li>• RV access for caravans and trailers</li> <li>• Events throughout LGA</li> <li>• Wauchope to develop its own brand</li> </ul> <p><b><i>Constraints</i></b></p> <ul style="list-style-type: none"> <li>• Costly airfares to Port Macquarie</li> </ul>
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<b>FUTURE TRANSPORT</b>	<b>BARRIERS TO TRANSPORT</b>
<ul style="list-style-type: none"> <li>• Duplicate the rail line</li> <li>• Very fast train along East Coast</li> <li>• Light rail network, e.g. Wauchope to Port Macquarie to Lake Cathie to Laurieton; plan, establish and protect corridor; include adjacent cycleway</li> <li>• Development of integrated transport corridors across the LGA. The corridors could be used for a range of sustainable transport modes including, light rail, walking and cycling</li> <li>• Night bus Wauchope to Port Macquarie, e.g. for show at Glasshouse</li> <li>• Better coordination bus/rail and bus/airport</li> <li>• Bypass of High Street</li> <li>• Water taxi from Port Macquarie to Wauchope; needs public wharf at Wauchope</li> <li>• Wauchope needs better environmental awareness and management</li> <li>• Better lighting including parks</li> <li>• Oxley Highway, Wauchope to Pacific Highway, needs to be improved</li> <li>• Hop on hop off bus - continuous loop in CBDs</li> <li>• Park and ride</li> <li>• Don't forget the river!</li> <li>• Make small cars cool</li> </ul>	<ul style="list-style-type: none"> <li>• Funding in general</li> <li>• Funding for light rail</li> <li>• Funding for land acquisition and development of integrated transport corridor</li> <li>• particularly for light rail</li> <li>• Need closer relationship between local and state government</li> <li>• Income and small population of LGA</li> <li>• Coordination between bus and rail; timetables not integrated</li> </ul>



### 3 Laurieton Workshops

Two community engagement workshops were held at Laurieton on Wednesday 12 March 2014 (3pm and 5.30pm). Total attendance was 21 people.

The workshop format was the same as the Wauchope format. Comments and suggestions are summarised in the table below.

Table 2 Summary of Laurieton Workshops

<p><b>PEDESTRIAN</b></p> <p><b>Footpaths</b></p> <ul style="list-style-type: none"> <li>• High priority locations include main roads and shops, education establishments, retirement villages, e.g. Kew to Laurieton, Ocean Drive through to Bonny Hills, The Boulevard and Camden Head Road, Dunbogan, Stingray Creek Bridge</li> <li>• Do not build half a path or a path to nowhere</li> <li>• Width needs to be 2.0m</li> <li>• Mobility scooters need to be catered for</li> <li>• Repair existing footpaths before building new ones, e.g. undulating surfaces</li> <li>• Cars block footpaths at driveways</li> <li>• Lighting needs improvement</li> <li>• Hazards not easily visible</li> </ul> <p><b>Pedestrian Crossings</b></p> <ul style="list-style-type: none"> <li>• Need better lighting</li> </ul> <p><b>Other</b></p> <ul style="list-style-type: none"> <li>• Kerb ramps important</li> <li>• Safety</li> <li>• Social Interaction</li> </ul>	<p><b>PUBLIC TRANSPORT &amp; COMMUNITY TRANSPORT</b></p> <p><b>Bus Services</b></p> <ul style="list-style-type: none"> <li>• Bus services are too infrequent, e.g. Dunbogan services</li> <li>• Bus services are too expensive, except for pensioners</li> <li>• Consider smaller bus sizes with higher frequency</li> <li>• Timetable issues</li> <li>• High school students now need to travel to various schools and TAFE</li> <li>• Need better, clearer bus stops</li> <li>• Wheelchair buses would help</li> <li>• WI-Fi friendly buses</li> <li>• Adults can no longer use school buses</li> </ul> <p><b>Rail Services</b></p> <ul style="list-style-type: none"> <li>• Bus/rail connections poor</li> </ul> <p><b>Community Transport</b></p> <ul style="list-style-type: none"> <li>• Access to community transport too easy</li> <li>• Community transport is a good service</li> <li>• Hastings Macleay Community Transport needs greater publicity</li> </ul>
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<b>CYCLING</b>	<b>LAND USE DEVELOPMENT</b>
<p><b><i>Barriers to Cycling</i></b></p> <ul style="list-style-type: none"> <li>• Near misses between drivers</li> <li>• Cyclists safety issues</li> <li>• Road maintenance / road conditions</li> </ul> <p><b><i>Bicycle Network</i></b></p> <ul style="list-style-type: none"> <li>• Increase cycleways in built-up areas</li> <li>• Connections to schools, shops, beach, surf clubs, NSW coastal cycleway, tourists</li> <li>• Support of Beach to Beach concept</li> <li>• Need cycleways separate from road network</li> <li>• Wayfinding - guides, signage, apps</li> </ul> <p><b><i>End-of-trip Facilities</i></b></p> <ul style="list-style-type: none"> <li>• Parking of bikes</li> <li>• Incorporate bike art in bike racks</li> </ul> <p><b><i>Other</i></b></p> <ul style="list-style-type: none"> <li>• Education of riders and drivers</li> <li>• Bike friendly business scheme</li> <li>• Use positive cycling images</li> <li>• School programs</li> <li>• Bike hire as a promotion to tourists</li> </ul>	<ul style="list-style-type: none"> <li>• Contributions towards cycleways / pathways by developers in subdivisions</li> <li>• More transparency between RMS / Council / Community</li> <li>• No greenfield developments</li> <li>• Define urban growth boundary</li> <li>• Encourage urban gentrification / urban consolidation</li> <li>• Increase section 94 contributions</li> <li>• Development along public transport corridors</li> <li>• Need a good reliable water supply, e.g. a dam</li> </ul>

<p><b>FREIGHT &amp; BUSINESS</b></p> <p><i>Issues</i></p> <ul style="list-style-type: none"> <li>• B-Doubles should not be allowed off the Pacific Highway because they are dangerous</li> <li>• Limit freight use of Ocean Drive</li> <li>• Need weight limits to reflect integrity of roads</li> <li>• If roads are suitable - light/medium transport companies may come to area and establish businesses</li> <li>• Need town centre parking for loading / unloading trucks</li> <li>• Problems with quarry trucks through Bonny Hills</li> <li>• Will new Stingray Creek bridge create more truck traffic?</li> </ul> <p><i>Freight Depots / Interchanges</i></p> <ul style="list-style-type: none"> <li>• Sancrox should be developed as a freight hub</li> <li>• Council needs to assist with creating a hub</li> <li>• Kendall could be developed as a rail / road hub</li> </ul>	<p><b>TOURISM</b></p> <p><i>Opportunities</i></p> <ul style="list-style-type: none"> <li>• Encourage tourist coaches to use Ocean Drive</li> <li>• Better use of river system</li> <li>• Bike ride guide / app</li> <li>• Footpath guide / app</li> <li>• Events promotion, e.g. Ironman</li> <li>• 4WD on beach policy review</li> <li>• Protection of heritage areas from traffic</li> <li>• Pay parking represents a good opportunity</li> <li>• Free RV parking areas</li> </ul> <p><i>Constraints</i></p> <ul style="list-style-type: none"> <li>• Need better access from Pacific Hwy to Nancy Bird Walton Drive.</li> <li>• Need better signage for i-Kew by RMS</li> <li>• Road sides need cleaning and better presentation; adopt a public asset concept</li> </ul>
<p><b>FUTURE TRANSPORT</b></p> <ul style="list-style-type: none"> <li>• Driverless vehicles</li> <li>• Hovercrafts with no contact surfaces</li> <li>• Light rail between centres</li> <li>• Active transport to address health, congestion, emissions</li> </ul>	<p><b>BARRIERS TO TRANSPORT</b></p> <ul style="list-style-type: none"> <li>• Fear of change</li> <li>• Lack of developer contribution revenue</li> </ul>

## 4 Port Macquarie Workshops

Two community engagement workshops were held at Port Macquarie on Thursday 13 March 2014 (3pm and 5.30pm). Total attendance was 16 people.

The workshop format was the same as the Wauchope format. Comments and suggestions are summarised in the table below.

Table 3 Summary of Port Macquarie Workshops

<p><b>PEDESTRIAN</b></p> <p><b>Footpaths</b></p> <ul style="list-style-type: none"> <li>• Prioritise destinations, e.g. shops, schools, retirement villages, medical centres, retirement villages etc</li> <li>• Shortcuts for pedestrians in suburbs</li> <li>• Prioritise by road usage</li> <li>• More footpaths that are workable</li> <li>• Make pedestrians a priority</li> <li>• Footpaths need to be maintained</li> </ul> <p><b>Other</b></p> <ul style="list-style-type: none"> <li>• Safety between footpath use, e.g. cyclists, pedestrians, skateboarders and other small transport</li> <li>• Rollover kerbs are not good for scooters, wheelchairs, prams</li> <li>• Cars parked on paths; buses cannot stop where they are supposed to</li> <li>• Better education of pedestrians, including at schools</li> <li>• Walking school buses i.e. 10 students to walk to school; insurance covered under State Govt scheme</li> </ul>	<p><b>PUBLIC TRANSPORT &amp; COMMUNITY TRANSPORT</b></p> <p><b>Bus Services</b></p> <ul style="list-style-type: none"> <li>• Bus services are too infrequent, need to service key destinations, often need to transfer from one bus to another</li> <li>• Bus services are too expensive, except for pensioners</li> <li>• Disability friendly buses</li> <li>• Not enough bus stops in the Industrial Area</li> </ul> <p><b>Rail Services</b></p> <ul style="list-style-type: none"> <li>• Train service is good</li> </ul> <p><b>Community Transport</b></p> <ul style="list-style-type: none"> <li>• Taxis too expensive for senior citizens</li> <li>• Need larger taxi ranks in some locations, additional rank in Port Macquarie CBD</li> </ul>
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<p><b>CYCLING</b></p> <p><b><i>Barriers to Cycling</i></b></p> <ul style="list-style-type: none"> <li>• No separate cycle lanes</li> <li>• Cycle lanes ending mid lane</li> </ul> <p><b><i>Bicycle Network</i></b></p> <ul style="list-style-type: none"> <li>• Include in new developments</li> <li>• Separation of cycleways from roads; more shared paths</li> <li>• Town centres as a priority</li> <li>• Safe access for schools</li> </ul> <p><b><i>End-of-trip Facilities</i></b></p> <ul style="list-style-type: none"> <li>• Bike racks/stations</li> </ul> <p><b><i>Other</i></b></p> <ul style="list-style-type: none"> <li>• Education for cyclists</li> <li>• Balance between recreational versus commuter cyclists</li> <li>• Work place cycling facilities</li> <li>• Education programmes</li> <li>• Encourage safe cycling, parent education and training</li> </ul>	<p><b>LAND USE DEVELOPMENT</b></p> <ul style="list-style-type: none"> <li>• Shortcuts for pedestrian and cycleway networks</li> <li>• More bus stops in new areas</li> <li>• Medium density living preferred to high density; housing closer to CBD reduces transport needs</li> <li>• Public transport availability for all new areas in Wauchope and Port Macquarie</li> </ul>
<p><b>FREIGHT &amp; BUSINESS</b></p> <p><b><i>Issues</i></b></p> <ul style="list-style-type: none"> <li>• More 'bulk' freight by rail</li> <li>• Link road to bypass CBD - Industrial area (Lake Road)</li> </ul> <p><b><i>Freight Depots / Interchanges</i></b></p> <ul style="list-style-type: none"> <li>• Develop freight hubs</li> <li>• Develop rail hubs (state-wide); port / rail / truck hubs</li> <li>• Stop larger trucks from coming into Port Macquarie industrial areas</li> <li>• Use smaller vehicles from hubs to final destination</li> <li>• New industrial area at Sancrox utilising the interchange</li> <li>• Airfreight at Port Macquarie airport</li> <li>• Develop commercial wharf at Birdon Marine; better usage of Fishermans Wharf</li> </ul>	<p><b>TOURISM</b></p> <p><b><i>Opportunities</i></b></p> <ul style="list-style-type: none"> <li>• Bike hire scheme</li> <li>• Free bus service between key destinations; CBD loop service</li> <li>• Do we want to be RV Friendly?</li> <li>• Extended parking hours for tourists at locations such as beaches</li> <li>• Direct flights to Melbourne</li> </ul> <p><b><i>Constraints</i></b></p> <ul style="list-style-type: none"> <li>• Bus terminal for tourists is not a good first impression</li> <li>• Access to Port Macquarie tourist centre at Glasshouse is difficult</li> </ul>

<b>FUTURE TRANSPORT</b>	<b>BARRIERS TO TRANSPORT</b>
<ul style="list-style-type: none"><li>• Need north / south link road between Oxley Hwy and Hastings River Drive</li><li>• Need more Port Macquarie CBD parking</li><li>• Electric vehicles, plug in recharge stations</li><li>• Light rail</li><li>• E-Bikes</li><li>• Shared vehicles (car pools)</li><li>• Park and ride facilities</li></ul>	<ul style="list-style-type: none"><li>• Need to overcome the Australian psyche of having to use the car</li><li>• Driving is often the only option due to long distances and small population centres</li></ul>

## 5 Written Submissions

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### 5.1 Stakeholder Groups

Submissions were received from the following three stakeholder groups:

- Wauchope Chamber of Commerce & Industry
- Port Macquarie-Hastings Council Economic Development Steering Group (EDSG)
- Port Macquarie Chamber of Commerce & Industry

Key issues raised are listed below.

#### ***Wauchope Chamber of Commerce & Industry***

- Support in principal for the objectives listed in Working Paper 1.
- Transport is essential to the economic growth and sustainability of the Wauchope area.
- Disagrees with the "Hierarchy of Movement" (Working Paper 2) to prioritise walking tracks and cycleways over private vehicle use. Private vehicle use will continue to be the dominant form of transport.
- The Chamber supports the ongoing development of the cycleway and walkway network in the area.
- Public transport needs to be improved and fares need to be reduced so they are affordable. The \$9 one-way fare between Wauchope and Port Macquarie is excessive. The Wauchope community remain unhappy with recent changes to Busways services and the Chamber will continue to work for better outcomes.
- The Hastings River should not be overlooked as a transport link. Water transport services could be provided between Wauchope and Port Macquarie.
- Alternative transport options are required but not at the expense of ongoing investment in the road network and parking. The Wauchope Traffic Management process has highlighted the need for road network improvements to accommodate future traffic growth.
- Supports further development in regional air, rail and bus transport services.
- The Wauchope area should be earmarked for development opportunities, such as an intermodal site, using vacant land beside the railway line adjacent to the Bago Road industrial area.

#### ***Port Macquarie-Hastings Council Economic Development Steering Group***

- Supports the key objectives of "Support regional development", and "Support economic growth and productivity".
- Timely and quality infrastructure developments will be key to facilitating future economic growth particularly due to the current high levels of growth in the area.
- The EDSG will shortly be undertaking an Infrastructure Gap Analysis project with some common objectives with the Transport Strategy. This will allow Council to be in a position to take advantage of funding/grant opportunities as they become available, to be 'shovel ready', noting that Council is unlikely to be able to fund some of the major infrastructure upgrades required without assistance from other levels of government.
- Council's Economic Development Strategy and the planned Infrastructure Gap Analysis should be included as a key inputs to the Transport Strategy and also added to the list of key plans on page 7 of Working Paper 1.
- The EDSG looks forward to collaborating closely on the development of the Transport Strategy and Infrastructure Gap Analysis project.

#### ***Port Macquarie Chamber of Commerce & Industry***

- Support in principal for the objectives listed in Working Paper 1.
- Disagrees with the "Hierarchy of Movement" (Working Paper 2). Strategies need to be rooted in reality otherwise they will not achieve their objectives. The private vehicle and parking needs to be given a higher priority. The number of private vehicles and associated use will continue to grow and needs to be planned for accordingly. Parking is critical to the viability of businesses.
- Supports the concept of developing a functional road hierarchy.

- The following developments need to be managed with respect to the road network:
  - expansion of the Base Hospital;
  - construction of the Charles Sturt University Port Macquarie Campus;
  - the proposal for a bulky goods store between John Oxley Drive and the Oxley Highway;
  - the growth of St Columba Anglican School;
  - residential traffic from the developing areas to the south and west of the town centre, and
  - increasing activity within the industrial area.
- Three specific roads deserve Council's attention in the strategic review, being critical arteries of economic activity, i.e:
  - Lake Road to the west of Ocean Drive;
  - Wrights Road intersection with John Oxley Drive and the Oxley Highway; and
  - A proposed Airport Link from Oxley Highway.
- Supports the development of the Port Macquarie Airport and associated business technology park.
- Rail, although it has declining share, has an important role in the Hastings both for passenger transport and freight.
- Supports the development of cycleway and walkway networks, particularly for recreation usage.
- Encourages the engagement of all levels of government and industry stakeholders to ensure timely future considered plans to meet transport challenges and open new opportunities.

## 5.2 Individual Residents

Four submissions were received from individuals. Key issues raised are listed below.

### ***Pedestrian***

- There needs to be more pathways. A priority program for footpaths/cycleways should be developed for the whole LGA.
- Paths are only located in key recreational areas, such as coastal areas, so people have to drive to access pathways. New areas, such as the Settlement City area, are well-served by pathways but older areas do not have good pathway networks. There are some very dangerous streets for walking, such as Koala Street.
- The section of Ocean Drive between Kew and Laurieton is a major priority for better pathways. Camden Haven High School students should be able to walk safely to/from school. Lakewood shopping centre and Laurieton CBD needs to be safer for access by pedestrians.
- More pedestrian refuges are required at strategic locations in Laurieton CBD.
- Better regulation of the use of motorised wheelchairs, scooters and skateboards is required. The types of users that can use shared paths needs to be reviewed.

### ***Cycling***

- Bicycle lanes are required to safely separate cyclists from traffic.
- Drivers should be educated about the road rules concerning cyclists.
- The prevalence of shared paths should be reviewed because of the conflict between different types of user.