



**PORT MACQUARIE
HASTINGS**

PORT MACQUARIE-HASTINGS PEDESTRIAN ACCESS AND MOBILITY PLAN 2014 (DRAFT)

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HASTINGS COUNCIL

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1 Introduction

Walking is part of everyday life and a fundamental part of an integrated transport system because most journeys start and end with walking.

The Port Macquarie-Hastings Pedestrian Access and Mobility Plan 2014 (PAMP) is a *strategic* document to help coordinate the delivery of pedestrian infrastructure in selected high pedestrian activity environments.

1.1 What is a Pedestrian Access and Mobility Plan?

A PAMP is a strategic action plan to identify pedestrian facilities. It is not a comprehensive works schedule but rather seeks to identify and address high priority issues.

The aim of a PAMP is therefore to coordinate investment in safe, convenient and connected pedestrian routes. They provide a framework for developing pedestrian routes or areas identified by the community as important for walkability, safety, convenience and mobility.

The previous Port Macquarie-Hastings PAMP was completed in 2001 and many of the recommended works were implemented successfully. The 2014 PAMP will continue the ongoing implementation of pedestrian facilities, with a particular focus on footpaths and crossing facilities at critical locations.

The PAMP will align with Council's key principles and objectives identified in the Towards 2030 Community Strategic Plan, the Urban Growth Management Strategy 2010, the Transport Strategy 2014 and current Placemaking projects. The PAMP will also align with the State Government's NSW Long Term Transport Master Plan 2012, the Mid North Coast Regional Transport Plan 2013 and the NSW Walking Strategy (in progress).

1.2 Objectives

The overarching aim of the Port Macquarie-Hastings Pedestrian Access and Mobility Plan is to address barriers to walking by providing better pedestrian infrastructure at critical locations.

The specific objectives of the Port Macquarie-Hastings PAMP are to:

- Improve the level of pedestrian access and priority in selected high pedestrian activity locations.
- Reduce pedestrian access severance by ensuring safe and convenient crossing opportunities of major roads.
- Identify infrastructure works that can be implemented as part of Council's future delivery plans.
- Provide a focus for Council to source funds from other levels of government.

1.3 Context

Responsibilities

The planning, design, implementation, maintenance and funding of pedestrian infrastructure are the responsibility of Council, except for facilities on some sections of State roads (Pacific and Oxley Highways). Some facilities may attract state government funding, usually in the form of co-funding arrangements.

Community Aspirations

The Towards 2030 Community Strategic Plan details Council's long-term vision and aspirations of the community, taking into consideration the issues and challenges of the local area. Through this plan, we as a community have said we want to achieve:

- a healthy and active community that is supported by recreational infrastructure,
- a natural environment that can be accessed by a network of footpaths, cycleways, coastal and hinterland walkways,
- an environmentally harmonious and prosperous tourism industry, and
- infrastructure provision and maintenance that respects community expectations and needs.

Placemaking

Council is adopting a placemaking approach to the development of public infrastructure and open space. This entails a multidisciplinary approach to planning, development and community building that involves understanding the culture, qualities and wishes of the community. It is about putting people first and designing places around the people who live in them, use them and visit them.

The Port Macquarie-Hastings PAMP will be an important input into future placemaking projects such as recreational walkways and the invigoration of town centres.

Road Safety

Pedestrians are vulnerable road users and in the event of a crash, unlike vehicle occupants, have little or no protection to shield them from the force of the crash. Crashes involving pedestrians often result in more severe outcomes and therefore appropriate pedestrian infrastructure is of critical importance.

Community Engagement

A series of community workshops were conducted by Council in March 2014 to discuss all forms of transport including walking. Feedback was also obtained through an online survey and written submissions. This feedback was an important input to the development of this Draft PAMP.

Council Processes

Community aspirations are delivered through the work Council carries out as detailed in the annual Delivery Program and Operational Plan. These plans have a number of key directions relating to walking.

It is expected that the following three documents will be adopted by Council in late 2014:

- Port Macquarie-Hastings Transport Strategy 2014 - will bring together detailed supporting strategies and plans into a coherent strategy for the Port Macquarie-Hastings transport system.¹
- Port Macquarie-Hastings Bike Plan 2014 - strategic infrastructure action plans to continue the ongoing development of the bicycle network both within and linking the main urban areas of the region.²

¹ Refer to <http://pmhclisting.com.au/> for Working Papers 1,2,3

² Refer to <http://pmhclisting.com.au/> for Draft Bike Plan and Working Papers 1

- Port Macquarie-Hastings Pedestrian Access and Mobility Plan 2014 (this document)

The Port Macquarie-Hastings PAMP is therefore one of a number of strategies that together form Council's overarching approach to integrated transport as illustrated below.

Furthermore, the PAMP is just one of many different strategies and programs that relate to the provision of an improved pedestrian environment.



2 Pedestrian Infrastructure

Pedestrian infrastructure includes footpaths, kerb ramps, kerb extensions, pedestrian refuges, pedestrian crossings, tactile indicators, seats and streetlighting. Implementation of new facilities needs to be complemented by ongoing maintenance such as repairing uneven footpath slabs, street sweeping, signs and linemarking, and removing obstructions from footpaths.

Pedestrian infrastructure maps have been prepared for the following high pedestrian activity environments:

- Port Macquarie town centre
- Settlement City precinct
- Wauchope town centre
- Lake Cathie village centre
- Bonny Hills village centre
- North Haven village centre
- Laurieton town centre
- Kew village centre
- Kendall village centre

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

The pedestrian infrastructure maps focus on the two most critical types of pedestrian infrastructure - footpaths and road crossings.

Good **footpaths** are at the heart of our pedestrian network. They are not only places for travel but also function as public spaces for talking, living and playing. They need to be built and maintained to get people where they want to go in a way that makes walking pleasant, enjoyable and safe. Footpaths should be of adequate width for their purpose. In some instances they may take the form of wider paths that can be shared with cyclists.

Good quality **road crossings** reduce the occurrence of accidents involving pedestrians and vehicles. Streets that facilitate safe and comfortable crossings reduce barriers that discourage people from walking. Road crossings can include pedestrian bridges or underpasses, traffic signals, refuges, kerb extensions and median strips. These may be either standalone pedestrian facilities or incorporated into other traffic facilities.

The pedestrian infrastructure maps included in this report are strategic in nature for the purposes of informing future planning of infrastructure projects in high pedestrian activity locations. Facilities shown are indicative only and subject to further investigation and prioritisation. The maps do not constitute a commitment to construct all the identified works but seek to highlight critical works that would greatly improve walkability.

Non-infrastructure actions such as education programs do not form part of the PAMP but will be undertaken by the State Government and Council as part of other programs such as road safety programs.

3 Port Macquarie

Port Macquarie town centre has a network of footpaths and therefore the infrastructure recommendations mainly relate to pedestrian crossing facilities. New footpaths may be required in some short sections to connect to existing footpaths.

Gordon Street is a major barrier to pedestrian movement and additional or safer crossings are required at a number of locations. Traffic signals are the most appropriate form of crossing treatment because of the high traffic, wide-road environment.

Other key pedestrian infrastructure actions for Port Macquarie town centre include:

- Additional mid-block crossings of Horton Street
- Improved path network along the river foreshore and Kooloonbung Creek
- Traffic signals at the intersection of Buller Street and Hollingworth Street
- Conversion of the roundabout at the intersection of Gordon Street / Horton Street to traffic signals

Most of the key pedestrian infrastructure actions for the Settlement City precinct are outlined in the Settlement City Precinct Roads Contributions Plan (2014) and the Hastings River Drive Masterplan including:

- Traffic signals at the following intersections:
 - Park Street / Warlters Street
 - Bay Street / Warlters Street
 - Hastings River Drive / Aston Street
 - Hastings River Drive / Bellbowrie Street
- Mid-block signalised pedestrian crossing of Park Street between Bay Street and Warlters Street
- Footpath on both sides of Hastings River Drive

4 Wauchope

Key pedestrian infrastructure actions for Wauchope town centre include:

- Improved pedestrian crossings of High Street between Cameron Street and Hastings Street as part of an integrated streetscape plan, including consideration of a 40km/h High Pedestrian Activity Area
- Footpath on Cameron Street from the pool to the foreshore walkway
- Pedestrian refuge crossing of High Street near the hospital
- Pedestrian refuge crossings of Cameron Street near Young Street and Andrews Park
- Footpath on Bain Street between Campbell Street and Cameron Street

5 Lake Cathie

Key pedestrian infrastructure actions for Lake Cathie village centre include:

- A number of pedestrian refuge crossings of Ocean Drive:
 - near Evans Street
 - north of the Lake Cathie bridge
 - south of the Lake Cathie bridge
 - near Elanora Drive
 - near Ernest Street
- Footpath on Ocean Drive between Lake Cathie bridge and Evans Street
- Footpath on the eastern side of Ocean Drive between Aqua Crescent and the pedestrian refuge south of the main shopping centre access driveway
- Footpath along Illaroo Road connecting to the existing path on Aqua Crescent

6 Bonny Hills

Key pedestrian infrastructure actions for Bonny Hills village centre include:

- A number of pedestrian refuge crossings of Ocean Drive:
 - near Panorama Drive north
 - near Jordan Ave
 - near Bartlett Street
- Footpath on the northern side of Ocean Drive between Rodley Street and the existing path to the surf club
- Footpath on the western side of Ocean Drive between the tennis courts and Jungarra Crescent

Actions along Ocean Drive should be consistent, wherever possible, with the Bonny Hills - Traffic Management Scheme previously endorsed by Council.

7 North Haven

Key pedestrian infrastructure actions for North Haven village centre include:

- Footpaths on Short, Alfred, Pioneer, Alma and Vine Streets in the vicinity of the commercial precinct
- Improved connections to the riverside pathway, known as Beach to Beach

8 Laurieton

Key pedestrian infrastructure actions for Laurieton town centre include:

- Formal crossing of Bold Street at a suitable location between Tunis Street and Seymour Street, to complement the pedestrian crossing south of Seymour Street
- Consideration of a 40km/h High Pedestrian Activity Area on Bold Street
- Footpath on Lake Street between Tunis Street and Laurie Street, with a particular focus on improving safety for primary school children

- Footpath on Lord Street between Tunis Street and Laurie Street
- Pedestrian refuge crossing of Tunis Street, between Lord Street and Bold Street, to service a number of aged care facilities

Improved connections to the riverside pathway, known as Beach to Beach, should also be considered.

9 Kew

Key pedestrian infrastructure actions for the Kew village centre include:

- Footpath on Kendall Road, incorporating a pedestrian refuge crossing of Kendall Road, to connect to Homedale Road and the new Kew Estate residential development
- Footpath on Ocean Drive to connect to the existing footpath on the Pacific Highway overpass
- Footpath on Nancy Bird Walton Drive to the iKew information centre

All works should be consistent with the Kew Mainstreet Plan which was adopted by Council in 2010.

10 Kendall

Key pedestrian infrastructure actions for the Kendall village centre include:

- Pedestrian refuge crossings of River Street and Graham Street adjacent to the key activity centres of the tennis courts, pool, park, club and op shop
- Footpath to connect the pool, op shop, pre-school, railway station and oval
- Completion of the path at the western end of Comboyne Street

A mainstreet plan should be developed to coordinate streetscape works in the complex environment adjacent to the railway line.

11 Where to From Here?

The process to finalise and implement the 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, placemaking project etc) or included as standalone items in future Delivery Programs and Operational Plans. Pedestrian infrastructure maps may also be prepared for other villages and high pedestrian activity precincts.

