

# Port Macquarie-Hastings Bike Plan

Working Paper

## COMMUNITY ENGAGEMENT

June 2014



PORT MACQUARIE  
HASTINGS

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# 1 Introduction

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The Draft Port Macquarie-Hastings Bike Plan 2014 was placed on public exhibition for the period 7 April to 19 May 2014. The documents, which were exhibited on Council's website, offices and libraries, were:

- a) Draft Bike Plan report
- b) Draft Network Maps:
  - 1. Port Macquarie Bicycle Network
  - 2. Wauchope Bicycle Network
  - 3. Lake Cathie - Bonny Hills Bicycle Network
  - 4. Camden Haven Bicycle Network
  - 5. Kendall - Lakewood Bicycle Network
  - 6. Inter-Town Bicycle Network - North
  - 7. Inter-Town Bicycle Network - South

This working paper represents a summary of submissions received during the exhibition period.

## 2 Submissions

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### 2.1 Stakeholder Groups

Submissions were received from the following six stakeholder groups:

- Bonny Hills Progress Association
- Camden Haven Schools to Schools Shared Path
- Emerald Downs Estate
- Glenview Park Estate
- NSW Coastal Cycle Trail
- National Parks and Wildlife Service

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

**Bonny Hills Progress Association**

<i>Issue</i>	<i>Council Comment</i>
<p>The following should be a high priority:</p> <ul style="list-style-type: none"> <li>• Continuous bike route from North Haven to Port Macquarie</li> <li>• Connections to Camden Haven High School and the new Lake Cathie Primary School.</li> </ul>	<p>The bike plan is a long term master plan and will not assign priorities to specific routes. The suggestions are noted for future Operational Plans when priorities and funding allocations are determined</p>
<p>Various suggestions to amend the Lake Cathie - Bonny Hills and other bicycle network maps.</p>	<p>Noted for inclusion in revised maps.</p>
<p>Highlights the importance and economic benefit of cycle tourism via the provision of long distance paths along the coast.</p>	<p>Noted, both for the Bike Plan and Council's Economic Development programs.</p>
<p>Cycle travel should be encouraged as part of the way Port Macquarie-Hastings markets itself. Bike facilities should be first rate not ad-hoc and mediocre.</p>	<p>Noted for the future implementation of bike plan projects.</p>
<p>A smooth road surface is important for cycling and most of Ocean Drive is an example of a poor, rough surface, whilst the new Oxley Highway east of the Pacific Highway is an example of a good, smooth surface.</p>	<p>Smoother surfaces will be provided when bike route roads are resurfaced as part of routine maintenance programs</p>
<p>Bike/parking lanes are dangerous, e.g. Lake Road, Port Macquarie and should be avoided.</p>	<p>According to RMS guidelines, such lanes can be provided in certain situations. A future action will be to review existing bike/parking lanes.</p>
<p>Many roundabouts are dangerous to cyclists.</p>	<p>Recently published Austroads guidelines suggest that continuation of bike lanes through a roundabout places riders at more risk than if the lanes are discontinued through the roundabout. Ideally off-road cycle bypasses should be provided but these would be costly to implement.</p>
<p>The plan should aim to provide total separation between cyclists and motorists.</p>	<p>The plan is being developed in accordance with RMS guidelines. It aims to provide a balance between costly off-road facilities and lower cost on-road facilities, noting that each facility type caters for different rider categories. A good bike plan must therefore provide an appropriate mix between on and off-road facilities.</p>
<p>The plan should be complemented by education programs such as relating to the correct use of shared paths.</p>	<p>Transport for NSW is currently undertaking research into appropriate use and signposting of shared paths. Education programs do not form part of the plan but will be undertaken by RMS and Council as part of other programs such as Road Safety programs.</p>

**Camden Haven Schools to Schools Shared Path**

<i>Issue</i>	<i>Council Comment</i>
Recently formed community group advocating for an off-road shared path along the road corridor between Kendall Public School and Laurieton School.	Noting for ongoing consultation.
The group has investigated the route and prepared a map showing key issues and priorities.	This work will be incorporated into ongoing investigations.
<p>The following should be a high priority:</p> <ul style="list-style-type: none"> <li>• St Joseph's Primary School on Ocean Drive turning left onto Ocean Drive to Lake Street.</li> <li>• Corner of Lake Street and Ocean Drive to the corner of Lake Street and Laurie Street.</li> <li>• Section of footpath that needs to be finished on Comboyne Street to Kendall Primary School.</li> </ul>	<p>The bike plan is a long term master plan and will not assign priorities to specific routes. The suggestions are noted for future Operational Plans when priorities and funding allocations are determined.</p>
<p>The submission is supported by letters from key stakeholders along the route:</p> <ul style="list-style-type: none"> <li>• Kendall Public School</li> <li>• Country Pines Motel</li> <li>• Camden Haven Anglican Church</li> <li>• Beach Learn to Swim Centre</li> <li>• Queens Lake Village</li> <li>• Catholic Parish of Camden Haven (St Joseph's Primary School)</li> <li>• Laurieton United Services Club</li> </ul>	Noting for ongoing consultation.

***Emerald Downs Estate***

<i>Issue</i>	<i>Council Comment</i>
Approved expansion of Emerald Downs Estate will impact on proposed routes.	Port Macquarie bicycle network map will be amended.

***Glenview Park Estate***

<i>Issue</i>	<i>Council Comment</i>
Glenview Park Estate, once developed, will provide a 1.2km shared path. A future link to Timbertown Estate across Yippen Creek may be possible.	Wauchope bicycle network map will be amended.
The bike plan should be coordinated with new estates to provide linkages into future growth areas.	Bicycle network maps will be updated to reflect future growth areas.

***NSW Coastal Cycle Trail***

<i>Issue</i>	<i>Council Comment</i>
NSW Coastal Cycle Trail Inc is a recently-formed organisation created to develop and market a continuous cycling route along the coast of New South Wales, using existing road and cycle path routes. They aim to foster healthy, safe, cost-effective cycling, bringing economic and social benefits to local communities by creating partnerships with local businesses and local governments to create an internationally acclaimed cycle route.	Noted for future reference.
Highlights the importance and economic benefit of cycle tourism.	Noted, both for the Bike Plan and Council's Economic Development programs.
A connection should be provided to Kempsey LGA via Limeburners Creek Reserve.	Such a route, whilst desirable, will not be included in the plan because the focus is on linkages within and between key towns and villages.
Long-distance cycle route signage should be provided.	Council will implement such signage when a substantial network is in place.
Bike infrastructure such as racks, signage which alerts motorists that cyclists use the roads, public toilets and public open space are all important elements of increasing cycle usage.	Such initiatives generally fall beyond the scope of the bike plan but will be considered as part of other Council programs.

***National Parks and Wildlife Service***

<i>Issue</i>	<i>Council Comment</i>
Different forms of cycling may be able to be accommodated in NPWS tenured lands such as national parks and nature reserves.	Council will work with NPWS to develop opportunities.

## 2.2 Individual Residents

Submissions were received from 24 individuals. A summary of key issues raised, including Council comments where appropriate, are listed below.

### ***Port Macquarie Bicycle Network***

<i>Issue</i>	<i>Council Comment</i>
The bicycle network around Port Macquarie town centre and Kooloonbung Creek needs to be improved.	This will be investigated for possible inclusion in the Port Macquarie bicycle network map.
The Lake Road bike/parking lane is dangerous. The crossings on Lake Road should be improved.	According to RMS guidelines, such lanes can be provided in certain situations.  A future action will be to review existing bike/parking lanes and crossings along bicycle routes.
The Wrights Creek shared path should include a suitable crossing of Lord Street.  Consideration should be given to a path along the northern edge of Wrights Creek connecting to Everard Street and the existing off road track through Macquarie Nature Reserve and then on to Flynn Street.	A suitable crossing of Lord Street, such as a refuge, would be provided as part of this project.  The Home Street - Owen Street path alignment shown on the draft network map is the preferred route after alternative routes were investigated.
Bicycle routes should be provided through the Lake Road industrial area, including a connection to the Base Hospital precinct.	This will be investigated for possible inclusion in the Port Macquarie bicycle network map.
Koala Street is an important bicycle route, particularly to service the sporting fields.  A shared path rather than a road shoulder should be considered.	The draft map shows future road shoulders on Koala Street.  A shared path will be considered although physical constraints are present.
The growing Innes Peninsula needs to be well-served by bike facilities so that people can cycle into Port Macquarie town centre.	The draft map shows links between Innes Peninsula and Port Macquarie town centre.
Settlement Point Road should have a road shoulder to the ferry.  Settlement Point Road should have an off-road path to the ferry.	The draft map shows future road shoulders on Settlement Point Road.  A shared path will be considered on the foreshore side of the road.
The bike plan needs to clarify if cycling is permitted on the paths around the canals estates.	Port Macquarie bicycle network map will be amended once the legal status of these paths has been investigated.
A shared path between Boundary Road and Tuffins Lane for access to the sports fields should be included.	This will be investigated for possible inclusion in the Port Macquarie bicycle network map.
A link between Wrights Road - Merrigal Road - Geebung Drive - Googik Track should be included.	This will be investigated for possible inclusion in the Port Macquarie bicycle network map.
The Ocean Drive upgrade in southern Port Macquarie should include off-road paths.	Off-road paths are included in the preliminary design.



<i>Issue</i>	<i>Council Comment</i>
Parts of the Googik Track network will be under-utilised and not a cost-effective investment.	Council/NPWS have grant funding to construct sections of the Googik Track.
Completion of the full Googik Track to Crestwood Drive should be a high priority.	The suggestion is noted for future Operational Plans when priorities and funding allocations are determined.
A more direct link than the Googik Track should be included between Major Innes Road and Ocean Drive.	The Googik Track alignment and alternative routes to Greenmeadows Estate has been the subject of considerable investigation. The Googik Track alignment is the preferred alignment and the northern section is currently under construction.

### **Wauchope Bicycle Network**

<i>Issue</i>	<i>Council Comment</i>
Shared paths are not appropriate on High Street, Cameron Street, Blackbutt Drive and Beechwood Road because of conflict between cyclists and pedestrians.	Shared paths constructed to recognised standards are appropriate facilities in these locations.  See below for further comment on appropriate use of shared paths.
The priority should be for shared paths connecting to Wauchope's schools so that children can cycle to school.	This will be investigated for possible inclusion in the Wauchope bicycle network map.

### **Lake Cathie - Bonny Hills Bicycle Network**

<i>Issue</i>	<i>Council Comment</i>
The Ocean Drive shared path shown near Seawind Chase is incorrect.	Lake Cathie - Bonny Hills bicycle network map will be investigated and amended if necessary.

### **Camden Haven Bicycle Network**

<i>Issue</i>	<i>Council Comment</i>
Ocean Drive at Laurieton and West Haven should include off-road paths.	Future off-road paths are included in the draft Camden Haven bicycle network map.
The Queens Lake Foreshore Trail should be included on the network map.	This trail has purposely been excluded from the draft map because it does not meet the criteria for a bicycle route.
A shared path should be provided on Ocean Drive between Kew Road and Stingray Creek bridge, and on Lake Street between Ocean Drive and Laurie Street.	This will be investigated for possible inclusion in the Camden Haven bicycle network map.
The proposed path on Comboyne Street near Logans Crossing Road should be a high priority.	The suggestion is noted for future Operational Plans when priorities and funding allocations are determined.

**Inter-Town Bicycle Network**

<i>Issue</i>	<i>Council Comment</i>
The Oxley Highway between Wauchope and Port Macquarie requires an off-road path in conjunction with road shoulders.	The Oxley Highway is the responsibility of Roads and Maritime Services and it is unlikely such a shared path would be considered to be cost-effective.
A connection should be provided to Point Plomer via Plomer Road in conjunction with a link from the north within Kempsey LGA.	Such a route, whilst desirable, will not be included in the plan because the focus is on linkages within and between key towns and villages.
A coastal off-road trail connecting Port Macquarie to Lake Cathie to Bonny Hills to North Haven should be included.	This may be considered in the long term once the Googik Track is completed.

**Maintenance and Design**

<i>Issue</i>	<i>Council Comment</i>
Considerable attention needs to be given to making intersections safe for cycling.	Particular attention would be given to intersections in the design of any new facilities.
A smooth road surface is important for cycling and the recently resurfaced section of Ocean Drive between Port Macquarie and Lake Cathie is an example of a poor, rough surface.	Smoother surfaces will be provided when bike route roads are resurfaced as part of routine maintenance programs.
Many facilities shown as existing are in poor condition or do not meet width standards and should not be classed as existing facilities.	A future action will be to audit all existing facilities in relation to condition and current standards.
Shared paths need adequate sight distance to property driveways, roads etc.	New shared paths would be designed in accordance with applicable design standards.
Reduced road speed limits would increase safety for cyclists.	Council is not responsible for setting speed limits.

**Non-Infrastructure Issues**

<i>Issue</i>	<i>Council Comment</i>
The plan should be complemented by non-infrastructure actions.	Non-infrastructure actions do not form part of the plan but will be undertaken by RMS and Council as part of other programs such as Road Safety programs.
More off-road paths are needed so that cycling is safer for families.	The bike plan aims to provide more off-road paths.

<i>Issue</i>	<i>Council Comment</i>
<p>Users of shared paths, e.g. cyclists, pedestrians, dog walkers, parents with strollers etc need to be better educated.</p> <p>Motorists need to be better educated about the laws relating to cycling.</p>	<p>Transport for NSW is currently undertaking research into appropriate use and signposting of shared paths.</p> <p>Education programs do not form part of the plan but will be undertaken by RMS and Council as part of other programs such as Road Safety programs.</p>
<p>Better enforcement is required to prevent motorists from illegally parking in bike lanes.</p>	<p>The Police and Council rangers will include this in routine enforcement activities.</p>
<p>Cyclists should be discouraged from riding two abreast.</p>	<p>Under the Australian Road Rules cyclists are legally permitted to ride two abreast, no more than 1.5 m apart.</p>
<p>On-road cycling should be restricted to specified roads only.</p>	<p>Under the Australian Road Rules cyclists are legally permitted to use any public road unless otherwise signposted.</p>
<p>Bicycle parking should be provided at strategic locations.</p>	<p>A future action will be to identify locations for additional parking facilities.</p>
<p>The bike plan needs to be supported by appropriate funding for implementation.</p> <p>Funding should first be directed to fixing up 'black spots'. A benefit of this approach will be to reduce conflict between cyclists and motorists.</p>	<p>These suggestions are noted for future Operational Plans when priorities and funding allocations are determined.</p>