



PART B

Regional Integrated Transport Strategy

Community Engagement

Summary Report

March 2023

ENGAGEMENT SUMMARY REPORT

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ENGAGEMENT SUMMARY REPORT

INTRODUCTION

This summary report is Part B of the Future Strategies Community Engagement Report. It covers community feedback on the draft Regional Integrated Transport Strategy (RITS), which is one of three strategies in the Future Strategies suite.

This summary report should be read in conjunction to the Future Strategies Community Engagement Report; which reports on engagement methods, activities, statistics and key outcomes across all three strategies.

About the draft Regional Integrated Transport Strategy 2022 - 2042

Coordinated consideration of transport, infrastructure and land use priorities enables the creation of great places and spaces and facilitates effective movement that support community wellbeing and economic prosperity.

Transport is a shared responsibility across all levels of government. Council has a role to play in contributing to better social, economic and environmental outcomes for the Port Macquarie-Hastings community, through its transport and land-use decisions and actions.

The RITS for Port Macquarie-Hastings takes an LGA-wide view and aims to identify a vision and desired outcomes for transport in alignment with state, regional and local planning to:

- Address challenges of the existing transport network
- Address forecast growth and the transport needs of community, businesses and visitors
- Guide actions for the improvement land use and transport infrastructure planning, services, policy and behaviour.

The following modes of transport were considered in the RITS

- Heavy and Light vehicle movement (including freight)
- Car-free transport options including walking, cycling and micro mobility
- Public Transport including buses and ferries
- Air Travel
- Parking

COMMUNITY ENGAGEMENT: FEEDBACK

We received 17 submissions in response to the RITS, with the majority coming through our Have Your Say online engagement platform. Out of all three documents for Strategies for Our Future, we received the most detailed submissions in response to this strategy.

Feedback was also gathered during a combined community and industry workshop session, which attracted 18 attendees. As acknowledged in the Community Engagement Report, we

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received a relatively low number of responses however, the majority those were informative and comprehensive.

One of the challenges in presenting this type of feedback is in identifying key issues without bias. The following section presents observations around some of the strongest themes, with examples of feedback. We have included verbatim responses in the Appendix and encourage readers to view this for details.

Feedback Summary

Engagement participants broadly welcomed the RITS and recognised it as a critical strategy that addresses the challenges and opportunities for social and infrastructure connection across our region.

There was some criticism about the size of the document and calls for clarity, simplification and more user friendly formatting that is more accessible to the broader community.

Whilst the focus of responses centred around passenger transport vehicles and congestion. Key themes of school traffic during peak hour and calls for more public transport for school age kids made multiple appearances in submissions.

Future planning for new technologies, innovative solutions, partnerships, and behaviour driven change also featured in the collective feedback.

Consistent references to known congestion points were shared, with many frustrated about the slow

1. Readable, understandable: respondents referred to the challenges surrounding readability and user comprehension of the document. Others praised the strategy for its comprehensive and detailed approach

This Regional Integrated Transport Strategy (RITS) lays out all of the challenges and opportunities on the road to a better, cleaner, greener, more connected, affordable, convenient and resilient transport network for the Port Macquarie Hastings community.

Is there a reason why this document is not reader friendly, who is that target audience anyway – is certainly not rate payers and the community.

“Can you please display stats and facts (pages 24-25) in a more user-friendly format to break up the numerous pages of text. Please think of the reader.

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Key congestion areas

"Feedback over many years has correctly identified the most critical congestion point requiring immediate action as being the Ocean Drive/Lake Rd intersection. This will only be exacerbated once the Ocean Drive upgrade is completed."

Alternate modes of transport and behavioural change

"Is there a way to educate or incentivise parents NOT drive kids to and from school? Could communication campaigns be implemented that encourage people who don't need to be on the roads 8-10am and 2-4pm to stay off the roads at peak school times."

"As a resident who often commutes to work or play by e-bike, it would be great if council could include planning for more people using these within the final version of this important long term planning document."

"Also, the 'bicycle network' referred to on page 90 and figure 29 is a joke. Roads with supposed 'road shoulders' are in fact often impassable to bicycles due to potholes and parked cars. I know; I live on one. These are not bicycle lanes and I note that bicycle lane markings have been removed (on Lake Rd)"

COMMUNITY & INDUSTRY WORKSHOP: FEEDBACK



The workshop sparked critical thought and discussion among participants and staff. The following comments were recorded during the 1.5hr session

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- Cleaner and green environment needs actions / objectives, measures required to achieve
- Innovation: green energy alternatives
- Public transport linkages and timetables
- Having the infrastructure in place when new estates open so reliance isn't on cars immediately
- Positive, safe alternatives than cars, cycle ways off roads
- Single occupant vehicles
- Missing acknowledgement of the financial benefit of alternative modes of transport
- Is the priority still to get people to the CBD?
- Autonomous vehicles
- Leave a legacy
- Attract new people, not deter them
- Strategy needs to relate to the development planning and infrastructure
- Transport needs to go hand in hand with land use planning - integrated
- Peak hour management
- Behavioural change required
- How can community lead this and Council advocate?

INDUSTRY SUBMISSIONS

Love Project Management

- Acknowledges the social impacts of isolation in relation to transport networks
- Behavioural change through innovative systems and joint projects/partnerships
- Need to address innovation as well as development
- Post Covid demographic needs to be included

Hopkins Consultants

- The existing transport network is not fit for purpose and does not provide a safe and efficient means of travel for private motorists or business operators
- Identification of congestion points and lack of prioritisation
- Private vehicles are the dominant form of transport and the strategy needs to address this via new road linkages

Project Walking/Cycling Shared Path

(Community Submission - deidentified)

Proposals to provide:

- A concrete walking/bike shared path from Westport Park to Andrews Park, Wauchope.
- A driverless, light rail network connecting the Port Macquarie CBD with the health and education precinct, hospitals and airport.

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See Appendix 2 for full submissions.

NEXT STEPS

All submissions received will be considered during the next revision of the Future Strategies. The final reports will be tabled at the April 2023 Ordinary Council Meeting for consideration for adoption.

If you would like to view the final documents, the Council Meeting agenda or speak at a public forum please head to our [website](#) for this information or contact our customer service team on 6580 8111 or council@pmhc.nsw.gov.au.

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APPENDIX 1: VERBATIM FEEDBACK RESPONSES

1.	<ul style="list-style-type: none"> I have perused the documents regarding developing future strategies for our area and I support all of them. Specifically, I have feedback for Regional Integrated Transport strategy, which offers some solutions from my experience living in a 'hub'. I note the ageing population and the young adults (pre-driving) in these hubs and their reliance on transport into Port Macquarie. Buses and car pooling appear to be feasible ways to transport people who can't or don't want to drive long distances. The intersection of Pembroke Rd and Telegraph Point rd., across from the petrol station would be an ideal place to park a car for car poolers and bus travelers. Heading out to Rollands Plains, the Community Hall bus stop is well suited for public buses to pick up/drop off passengers who live beyond. I previously mentioned the need for teenagers to access transport into town for recreational, educational and consumer uses. It could be put out in the community newsletter those residents who are able to carpool from beyond Rollands Plains to the Community Hall. I also suggested bus times: 2 in the morning say 9am and 11am into town and in the afternoon (return) 2pm and 4pm. I would also like to suggest a large picnic area similar to Fagan's Park in Arcadia in NSW. This encompasses 'Gardens around the World', children's playground, walking and bike paths, BBQ facilities, green space and water (dams, creeks etc.). and a small coffee and ice cream shop. A modest entry fee may cover some expenses. If one already exists, please inform me as I haven't seen one. In regard to congestion, Port Macquarie is mostly not congested, and I applaud this. There are only 2 areas that in my experience can be fixed. <ol style="list-style-type: none"> 1. The large round-about between Bunnings and the hospital. I've never seen the signals working. Congestion from beyond the estates. 2. Lake Road round-about causes congestion all the way back to the hospital round-about. I think traffic lights at the Lake Rd round-about should be applied at peak times to work with signals at the hospital round-about.
2.	<ul style="list-style-type: none"> The above strategy is an important document that should set out the Transport Network aims and objectives for at least the next 20 Years. The Strategy should clearly articulate the transport network deficiencies and key actions/priorities to provide a transport network that meets the current and future needs of the community based on predicted growth. The existing transport network is not fit for purpose and does not provide a safe and efficient means of travel for private motorists or business operators. This situation has occurred as a result of inaction over the past 20 years and the current road network has not been upgraded to cater for the current LGA population of 86,000. Predicted future growth to a population of over 100,000 means that the current road network needs to be upgraded for the past 20 years growth with new linkages added to meet the needs of the predicted future growth of road users (ie. an additional 15,000 people by 2040). The strategy as written does not identify these basic deficiencies and key actions with priorities to address the current and future needs of the road network. The strategy makes reference to futuristic technologies such as drones which may or may not mitigate road transport demand. However, the strategy correctly identifies private vehicles (either petrol, diesel or electric) as being the dominant form of transport. As such the reality is that this strategy must account for transporting people and freight in vehicles such that upgraded and new road linkages are required now and into the future. <p>Key congestion points and deficiencies in our road network are:</p> <ul style="list-style-type: none"> • MI Doughnut (TfNSW responsibility)

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	<ul style="list-style-type: none"> • Wrights Road Roundabout (TfNSW responsibility) • JOD/Major Innes Drive (PMHC) • Oxley Highway/Lake Rd Roundabout (TfNSW responsibility) • Lake Road (PMHC) • HEP Secondary Access (PMHC) • HRD – Hughes Pl to Boundary St (PMHC) • Airport Access – Boundary St (PMHC) • Thrumster Link – future (PMHC) • Fernbank Creek – future Rd (PMHC) • Feedback over many years has correctly identified the most critical congestion point requiring immediate action as being the Ocean Drive/Lake Rd intersection. This will only be exacerbated once the Ocean Drive upgrade is completed. The PMHC Integrated Transport Strategy needs to specifically address at a high level the above key road upgrades and new links with priorities, actions and a concept plan showing the location of such linkages. • This strategy cannot exist and have relevance as a reference document for Councillors, senior staff nor the community unless it amended to address the specifics of problems and solutions at least at a high level and presented graphically.
3.	<ul style="list-style-type: none"> • The RITS on a page refers to Direction: "Improve the movement efficiency of existing and new transport links" I'm not sure if this covers it but I think there should be something in there about reducing congestion and bottle necks in the road network design to ensure smooth traffic flow, especially for the high traffic volume areas. The RITS itself does mention congestion just a suggestion to perhaps include in the RITS on a page. • Also on the RITS on a page document, I'm not sure how every project successfully ticks all of the following boxes; • Easier living for all as residents will be able to meet more of their needs by accessing goods and services locally and travel efficiently and seamlessly to where they work, live and play. • Improved health and wellbeing outcomes from more people achieving their required daily exercise through walking and cycling, for both recreational and travel-related purposes and improved mental health through increased social connectivity. • Safer travel that protects and improves the wellbeing of the broader community, minimises disruptions to the network caused by incidents and protects those people who are operating and maintaining the network. • Increased prosperity for businesses and individuals through the provision of a transport network that supports the efficient, safe and sustainable movement of freight, visitors and people to support economic wellbeing for the LGA. • A cleaner, greener environment by minimising transport-related commissions, considering environmental sustainability in infrastructure-related procurement and minimising the impacts on our natural resources, biodiversity and heritage. • Improved resilience by providing a transport network that is well-maintained and resilient to major disruptions associated with natural disasters, planned and unplanned events. • Value for our community by ensuring that investments made in our transport infrastructure and services contribute to our transport vision and provide the best possible outcome for our community considering economic, environmental and social perspectives. • Just try applying the above to say <p>Undertake regular Bridge and Geotechnical Road Pavement Tests for the Works Program or Upgrade Joes Bridge</p>
4.	<ul style="list-style-type: none"> • Excellent. • However, one aspect of transport is barely touched upon - rail links. A high speed link is far off but we have a slow rail link. It too should be considered an access point for the

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	<p>region. In particular, the reference to integrating rail with other modes of transport made way down on page 104 should be emphasised in planning. State railways need to be pressed to encourage bicycle transportation.</p> <ul style="list-style-type: none"> Also, the 'bicycle network' referred to on page 90 and figure 29 is a joke. Roads with supposed 'road shoulders' are in fact often impassable to bicycles due to potholes and parked cars. I know; I live on one. These are not bicycle lanes and I note that bicycle lane markings have been removed (on Lake Rd)
5.	<ul style="list-style-type: none"> I consider that this Draft Strategy is extremely comprehensive and is an appropriate response to the Community Strategic Plan - Imagine 2050. This Regional Integrated Transport Strategy (RITS) lays out all of the challenges and opportunities on the road to a better, cleaner, greener, more connected, affordable, convenient and resilient transport network for the Port Macquarie Hastings community.
6.	<ul style="list-style-type: none"> How does the 'draft Regional Integrated Transport Strategy' align with the United Nations General Assembly's Sustainable Development Goals. It needs to provide commentary on how it's aligned or how the strategy addresses these. QUADRUPLE BOTTOM LINE (QBL) STRATEGIC PILLARS - what does this mean, who is this document written for. There is no introduction to these to explain the purpose or what they mean. Where is the strategy in this document? Appears to be over 100 pages of saying and doing nothing. Is there a reason why this document is not reader friendly, who is that target audience anyway – is certainly not rate payers and the community. Why is the council making things so complicated? Why is the council even referencing a 4-5 stage DRAFT Strategic Planning Framework. Can you please display stats and facts (pages 24-25) in a more user-friendly format to break up the numerous pages of text. Please think of the reader. Page 56, residents encouraged to use public transport, seriously the public transport services are inconvenient and limited, for children to have to travel to school it takes two buses, where primary school children must transfer and swap to travel less than 10 Kms. It's taking these children over an hour to get from school to home and there are no bus shelters. Why are there so many cars on the road during school pick up and drop off's, it's because the public transport services that you are encouraging people to use are unsatisfactory. Please get in touch with reality of your customers and the community. How about a trip to the airport it takes over 1 and 1/2 hour to get to the airport by public transport. These strategy documents are not addressing any of our current real-world issues that are a reality for us every day, little alone the future. We need these issues address now not when the next 3 levels of strategy documents get developed which will probably take another 3 years.
7.	The roads are an absolute disgrace
8.	Bus routes and ways to find out about timetables.
9.	<ul style="list-style-type: none"> Compared to other places I've lived, I find the peak hour crush that forms on Port Macquarie roads due to the volume of parents picking up or dropping off their children at schools to be frustrating and mystifying. In the transport strategy doc I note the only mention of actions around "influence travel behaviour" and "raise public awareness " are in relation to sustainable travel. I wonder if more strategies to influence travel behaviour and to raise public awareness about the effects of travel behaviour are required? Has their been any research on why parents are driving kids to school instead of catching buses? There may be some simple fixes like more school buses (usually only one opportunity to catch a bus to school, with no allowance for before or after school activities).

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	<ul style="list-style-type: none"> Is there a way to educate or incentivise parents NOT drive kids to and from school? Could communication campaigns be implemented that encourage people who don't need to be on the roads 8-10am and 2-4pm to stay off the roads at peak school times. Could local business owners be educated or incentivised to create more flexible work start/finish times? A communication campaign that raises awareness of the benefits of catching the bus, rather than being chauffeured door-to-door, may ease congestion. There are benefits for the kids, their schools, their parents/grandparents/carers and the community. And a broad range of benefits too - social, environmental and more. Straight out of school my daughter was living in the UK and travelling thru Europe, and I don't think she would have managed that so well if she hadn't caught the bus to and from school for 12 years. During non-peak times, when I'm comfortably travelling at the max speed on Ocean Drive, I look at the duplication project signs and shake my head at the HUGE cost. I realise the project is going to deliver benefits, but it's only part of the solution. And the solution won't be found if we rely on Council to wave a magic wand or simply pour more money into roads - it needs input from schools, parents, business-owners, retirees and more. Good luck!
10.	<ul style="list-style-type: none"> Public transport has to be made very attractive financially. More private sector projects need to be developed and encouraged. Such as light rail. As well as extended bus services. People need to be encouraged to work and play in their own suburbs to take pressure off infrastructure. Decentralization is an environmental and economic advantage. Some good points in the document.
11.	<ul style="list-style-type: none"> Improved transport links in East Port particularly around the Beaches, Club, PCYC and Schools. Parking in the precinct needs further consideration, particularly given the redevelopment of the PCYC recreational facilities, which add significantly to the local amenity.
12.	<ul style="list-style-type: none"> This Draft Strategy is extremely comprehensive and is an appropriate response to the Community Strategic Plan - Imagine 2050. This Regional Integrated Transport Strategy (RITS) lays out all of the challenges and opportunities on the road to a better, cleaner, greener, more connected, affordable, convenient and resilient transport network for the Port Macquarie Hastings community.
14.	<ul style="list-style-type: none"> As a resident who often commutes to work or play by e-bike, it would be great if council could include planning for more people using these within the final version of this important long term planning document. As batteries and all types of personal mobility devices become more common on our roads, footpaths and shared paths, it would be prudent to plan to enable safer commuting with these separated from faster heavier vehicles. This may include strategically converting some two way roadways to one way to enable one side to become a new separated shared pathway which safely caters for all forms of active transport and micro-mobility going in both directions. As an aging population this would include people with walking sticks, wheelchairs, mobility scooters that can travel along with those with the very young to be on a safely separated faster lane for those on personal mobility devices which almost silently at much faster speeds. Facilitating and planning for this would also serve to make our community and commuting within it much more appealing and safe plus deliver us towards becoming the most liveable, sustainable and innovative place in Australia. It would also be good to specifically include and plan for providing public electric vehicle and micro-mobility charging points at strategically placed locations that help connect and future proof predicted electrification of personal transport with electric vehicles and

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micro-mobility. We cannot rely on commercial entities, electricity networks or higher levels of government to be benevolent or equality focussed in the placement of these without local government involvement.

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APPENDIX 2: INDUSTRY SUBMISSIONS

Love Project Management



Love Project Management

PO Box 161 Wauchope NSW 2446 Phone: 0400953101
ABN: 26 108 622 745

Dr Clare Allen
CEO – Port Macquarie Hastings Council
PORT MACQUARIE NSW 2444

10th March, 2023

Dear Clare,

RE: PMHC – Draft Regional Integrated Transport Strategy

Reference is made to Council's current exhibition of three significant documents, including the Draft Regional Integrated Transport Strategy.

Council staff are to be congratulated on the preparation and exhibition of these documents. I trust that the submissions received from our broader community will support and guide Council in updating and modifying these documents with the benefit of the submissions received during the community consultation process.

The following submission is in regards to the Draft Regional Integrated Transport Strategy.

Should you require clarification regarding any of these matters, please don't hesitate to contact the undersigned.

Regards

Michelle Love
LPM
Certified Practising Planner

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LPM Submission – PMHC Draft Regional Integrated Transport Strategy – March, 2023

Page 7 – Introduction

It is heartening to note, in the opening paragraph of this document, the acknowledgement of “isolation” in this Strategy. There are significant social impacts arising from a broken transport network, and the Strategy acknowledges these matters. This introduction bodes well for the Strategy.

Page 10

The RITS will also be used by Developers & Industry Professional to support innovative transport opportunities provided by the private sector. The RITS should not just be seen as a directive to the development industry, but rather should also be considered a Strategy which demonstrates an innovative LGA and community that seeks connectivity in various formats, not simply road networks or not just those who have access to a private vehicle. Adding another dot point for Developers & Industry Professionals in light of this comment would encourage innovative solutions from the private sector.

Page 12

The division of sectors across Federal, State & Local Government, and the Private Sector is rather subjective, and does not take into account the full range of involvement in the provision of some of these forms of infrastructure. For example, Local Roads are identified as only a responsibility of Local Government, however substantial funding is sourced from outside Local Government, including State Government Grant Funding, as well as initial construction of new roads by the private sector. Pathways / cycleways could be considered a similar responsibility split. The parameters of defining “responsibilities” for the purpose of this Table should be setout / defined as assumptions to this Table. It is not considered that this table is a good representation of responsibility splits and is perhaps too misleading or open to incorrect interpretation and thus should not be included in the strategy in its current form.

The draft Strategy sets out a range of background material relating to the existing transport networks, areas of congestion, an analysis of statistics – including acknowledgement of the high dependency and use of private vehicles in our LGA. None of this discussion is disputed and it is good to see the use of 2021 census data. However, the changes arising during and post Covid, must be acknowledged as demographic changes that have not been incorporated into this Strategy.

Page 42 – Priorities

The priorities demonstrate a clear understanding that Council does not stand alone in the provision of a connected community, and the priorities acknowledge the need to work with

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other sectors such as Transport for NSW, and the private sector (assuming that reference to 'key stakeholders' includes the private sector).

As a general comment, the Regional Integrated Transport Strategy has a strong focus on a range of modes of transport to service the future of this LGA. Whilst the improvement of pedestrian and cycling networks is supported, the consideration of these modes of transport for an environment where we may experience more severe / intense weather events, may not provide the improvements or change to choices in modes of transport, as strongly as is desired by this Strategy. The practicalities of travel by foot or cycle, as a means of transport on a daily basis, must be taken into consideration when modelling future uptake in transport networks. The significant increase in the number of private cars dropping off school students on a rainy morning is evidence of the impact weather has on our choice of transport mode. The required action may be as simple as increasing shelter points along a cycleway - thus providing the required support to address these issues.

The other general comment relates to shifting paradigms. Our community is already heavily reliant on the use of private vehicles for our travel. One of the ways to assist in changing this behaviour is to provide a high standard of public or shared transport at the very early stages of new housing estates. Once new residents become used to a reliable and cost effective mode of transport that does not require the use of the private car, then this behaviour is more likely to remain established, and be supported by the new community as growth occurs. Whilst the funding for low use public or shared transport networks is difficult to initiate or sustain, the investigations of innovative systems, and joint projects, should form part of this Strategy.

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Hopkins Consultants



3rd March 2023

The General Manager
Port Macquarie Hastings Council
PO Box 84
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Attn: Dr Clare Allen

Directors

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Re: Submission on PMHC Transport Strategy

I refer to the DRAFT PMHC Integrated Transport Strategy currently on exhibition and make the following submission.

The above strategy is an important document that should set out the Transport Network aims and objectives for at least the next 20 Years. The Strategy should clearly articulate the transport network deficiencies and key actions/priorities to provide a transport network that meets the current and future needs of the community based on predicted growth.

The existing transport network is not fit for purpose and does not provide a safe and efficient means of travel for private motorists or business operators. This situation has occurred as a result of inaction over the past 20 years and the current road network has not been upgraded to cater for the current LGA population of 86,000.

Predicted future growth to a population of over 100,000 means that the current road network needs to be upgraded for the past 20 years growth with new linkages added to meet the needs of the predicted future growth of road users (ie. an additional 15,000 people by 2040).

The strategy as written does not identify these basic deficiencies and key actions with priorities to address the current and future needs of the road network.

The strategy makes reference to futuristic technologies such as drones which may or may not mitigate road transport demand. However, the strategy correctly identifies private vehicles (either petrol, diesel or electric) as being the dominant form of transport.

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As such the reality is that this strategy must account for transporting people and freight in vehicles such that upgraded and new road linkages are required now and into the future.

Key congestion points and deficiencies in our road network are:

- MI Doughnut (TfNSW responsibility)
- Wrights Road Roundabout (TfNSW responsibility)
- JOD/Major Innes Drive (PMHC)
- Oxley Highway/Lake Rd Roundabout (TfNSW responsibility)
- Lake Road (PMHC)
- HEP Secondary Access (PMHC)
- HRD – Hughes Pl to Boundary St (PMHC)
- Airport Access – Boundary St (PMHC)
- Thrumster Link – future (PMHC)
- Fernbank Creek – future Rd (PMHC)

Feedback over many years has correctly identified the most critical congestion point requiring immediate action as being the Ocean Drive/Lake Rd intersection. This will only be exacerbated once the Ocean Drive upgrade is completed.

The PMHC Integrated Transport Strategy needs to specifically address at a high level the above key road upgrades and new links with priorities, actions and a concept plan showing the location of such linkages.

This strategy cannot exist and have relevance as a reference document for Councillors, senior staff nor the community unless it amended to address the specifics of problems and solutions at least at a high level and presented graphically.

Yours faithfully,

HOPKINS CONSULTANTS Pty Ltd



B. Eng (Civil) Hons U Syd MIEAust
Chartered Civil Engineer
Managing Director



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Project Walking/Cycling Shared Path

PROJECT WALKING/CYCLING SHARED PATH

“Head of the River to Ocean Walk”

Port Macquarie to Wauchope

To provide a concrete walking/bike shared path from Westport Park to Andrews Park in Wauchope.

Walk/cycle path would be made up of sections as follows:

- Westport park to Sovereign Hills
- Sovereign Hills to Billabong Zoo
- Billabong Zoo to WildNets
- WildNets to King Creek
- King Creek to Wauchope

Benefits:

- Fitness for locals and tourists (school children, disabled, elderly and sporting groups). Inclusive for all.
- Increase activity across the Hastings.
- Tourists – added benefit is to join the walk at any point, making it a tourist destination and a must do activity.
- Cycle safety – instead of riding on the road, cyclists would be able to ride from Port Macquarie to Wauchope, or reserve. This would be a great benefit for workers and to reduce cars on the road.
- Instead of closing roads down for the IRONMAN triathlon, this path could be used for that activity.
- The path can be broken into fitness levels, example is Billabong Zoo to WildNets being the shortest, this could be for people just commencing their fitness journey.

Who Pays?:

Grants and Port Macquarie Hastings Council to complete initial infrastructure, however maintenance and cleaning to be undertaken by sponsors (see below).

There is approximately 22 kilometres between two towns, the proposal is that every 500 metres will be maintained (rubbish removed, footpath cleared, sticks removed and mowed if required), by sponsors. The sponsors doing this action have the right to advertise within their 500 metres. They could plant out plants to suit the area e.g. rainforest, natives, perhaps even rockscape.

Council (department that hire grounds) could be the contact point for guidance for sponsors and also monitor the 22 kilometres.

If a sponsor does not maintain their area, they will be given 3 warnings over a period of 3 weeks, then another sponsor can take over.

Initial Sponsors:

Bike Club – They could interact with bike club and their activities.

Indigenous Group – they could advertise upcoming events and activities.

Basketball Club – They could have activities on how to play.

Car Sales – Billboard with buying and selling tips.

CWA – Concrete tables and chairs for picnics

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Banks – Interactive ATM's and budgeting and my list goes on buy you get the picture.

Where proposed walking/cycle share path will be:

Commencing at Westport Park, across the lights at Walters Street and Park Street, west up Walters Street and left into Austin Street.

Then, across the road at the pedestrian crossing (Austin and Hastings River Drive).

Along Hastings River Drive with pedestrian crossings all the way swinging left to come in along the back of Clifton (The Binnacle).

Proceed along the back of the racecourse to Castle Circuit then sweep right to meet up with Wambuyn Drive. At this point, you have an option to go left to Sovereign Hills or over the Highway to Frogs Road and turn left travelling parallel to the Highway to Billabong Zoo (parking already there). From there continue onto the highway and proceed right onto WildNets.

Travelling west, the path could follow the highway until Stoney Creek Forest Road, then over Cowarra access road, bringing you out at King Creek.

Not sure of land access or availability from that point to King Creek Road and Railway Line junction.

At that point, turn right and follow railway line on the west side into Wauchope to complete the Head of the River to Ocean Walk at Andrews Park.

If that wasn't enough for Council to think about, my second proposal is for a light rail on a circuit, no driver. Commencing in the Port Macquarie CBD, first stop Hospital, Hospital to CSU, CSU to Sovereign Hills, Sovereign Hills to Airport, Airport to Hospital, Hospital to Town.

If this was on a one way circuit, many people could be moved quickly out of town e.g. people living in the Camden Haven/Wauchope could park at Sovereign Hills for New Year/Glass House events or any other events in town and in two stops they are returned to their car. If we do not commence putting something like this in place, the roundabout at Wrights Road will be the least of your issues in the future.