Section Improvements

T1.1 Upgrade to provide consistent 2-lane cross section, including shoulder improvements to cater for all road users including cyclists and buses

T1.2 Upgrade the Hastings River Drive / Fernbank Creek Road intersection to improve safety.

T1.3 Plan for future corridor needs to cater for a 4-lane cross section, including bridge alignments, to allow additional lane capacity to cater for future growth (e.g. Airport development, and Sancox development area)

A1.1 Provide consistent paved road shoulders suitable for safer on-road cycling.

P1.1 Provide suitable sealed shoulders and driveway approaches to facilitate informal hail and ride for rural bus services.

M1.1 Maintain and monitor condition of bridges and creek crossings.

M1.2 Maintain pavement and infrastructure to minimise impacts on corridor performance.

Section 1: Hastings River Drive (Pacific Highway to Tuffins Lane)

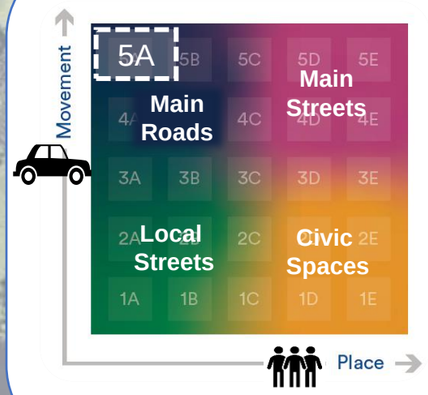
Section 1 provides the northern access to Port Macquarie and connection to the Pacific Highway

Vision: Connect Port Macquarie to the Pacific Highway along Hastings River Drive, provide a safe and efficient transport route for all road users, and support the increased road activity associated with expected growth across the region.

What you told us?

- Significant koala corridor
- Poor road and pavement condition
- No road shoulder
- Fernbank Creek Road / Hastings River Drive intersection needs some improvements

Movement and Place



This section facilitates a primary Movement Function between Port Macquarie and the Pacific Highway

This section has a very low Place Function because of the surrounding rural land use and low pedestrian activity in the corridor.

Matrix adopted from the NSW Government *Practitioner's Guide to Movement and Place*

Typical Two Lane Road Cross-Section

Project Number:	Project Name:	Title:	Date:	Version:	Sheet:
P4665	MR538 and MR600 Corridor Strategy	Section 1: Hastings River Drive (Pacific Highway to Tuffins Lane)	27/10/2021	3	1

Section Improvements

T2.1 Upgrade the Boundary Street / Hastings River Drive intersection to include additional turning capacity

T2.2 Upgrade Clifton Drive / Hastings River Drive intersection to cater for traffic growth and to provide safer pedestrian crossing opportunities at peak times.

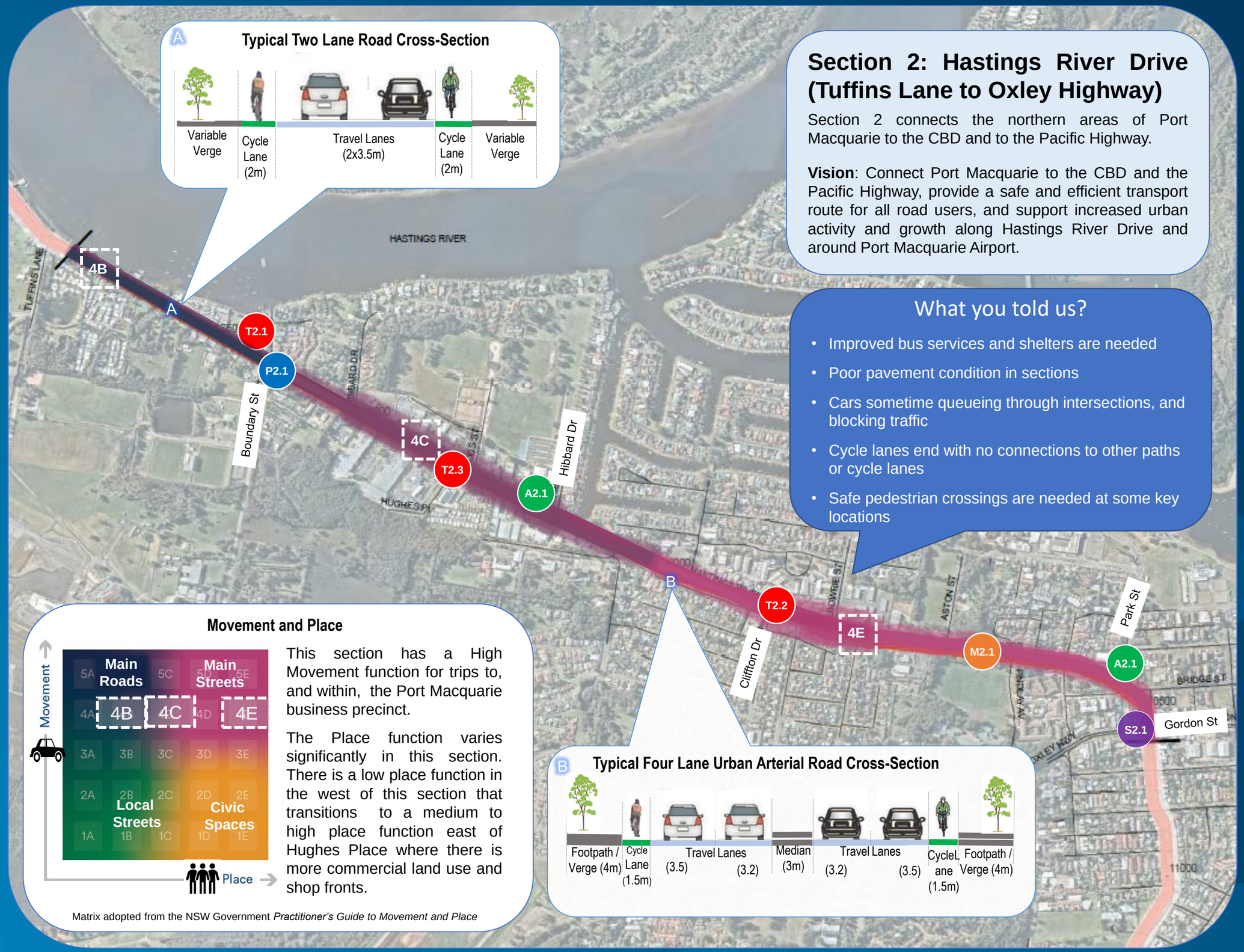
T2.3 Upgrade the Hughes Place / Hastings River Drive to a four-lane cross section with the dual lane approach and the departure to the western side

S2.1 Plan for future corridor needs at key intersections, including setbacks to provide for future increases in traffic, and improved treatments for vehicles wanting to turn. Create entry 'gateways' to Port Macquarie CBD

A2.1 Provide a shared path on one side of the corridor through Port Macquarie by upgrading the current path.

P2.1 Formalise and improve bus stops to provide consistent high-quality facilities in the corridor

M2.1 Schedule maintenance to maintain the pavement and corridor infrastructure.



Section 2: Hastings River Drive (Tuffins Lane to Oxley Highway)

Section 2 connects the northern areas of Port Macquarie to the CBD and to the Pacific Highway.

Vision: Connect Port Macquarie to the CBD and the Pacific Highway, provide a safe and efficient transport route for all road users, and support increased urban activity and growth along Hastings River Drive and around Port Macquarie Airport.

What you told us?

- Improved bus services and shelters are needed
- Poor pavement condition in sections
- Cars sometime queueing through intersections, and blocking traffic
- Cycle lanes end with no connections to other paths or cycle lanes
- Safe pedestrian crossings are needed at some key locations

Movement and Place

This section has a High Movement function for trips to, and within, the Port Macquarie business precinct.

The Place function varies significantly in this section. There is a low place function in the west of this section that transitions to a medium to high place function east of Hughes Place where there is more commercial land use and shop fronts.

Matrix adopted from the NSW Government *Practitioner's Guide to Movement and Place*

Project Number:	Project Name:	Title:	Date:	Version:	Sheet:
P4665	MR538 and MR600 Corridor Strategy	Section 2: Hastings River Drive (Tuffins Lane to Oxley Highway)	27/10/2021	3	2

Section Improvements

T3.1 Upgrade road to 4-lane divided urban arterial cross section between Ackroyd Street to Denehurst Street, including on-road cycle lanes

T3.2 Upgrade Ocean Drive / Lake Road intersection to include extensions and dedicated for right turns on the western approach

T3.3 Plan for upgrades along the corridor to provide 4-lane capacity and additional turn capacity at key intersections

A3.1 Improve pathways to address key missing links or to connect pathways on both sides of the road in key locations.

P3.1 Plan for the upgrade and potential relocation of bus stops north of Greenmeadows Crescent, at the Ocean Drive / Dahlsford Drive intersection and Ocean Drive / Pacific Drive intersection

M3.1 Schedule maintenance to maintain the pavement and corridor infrastructure.

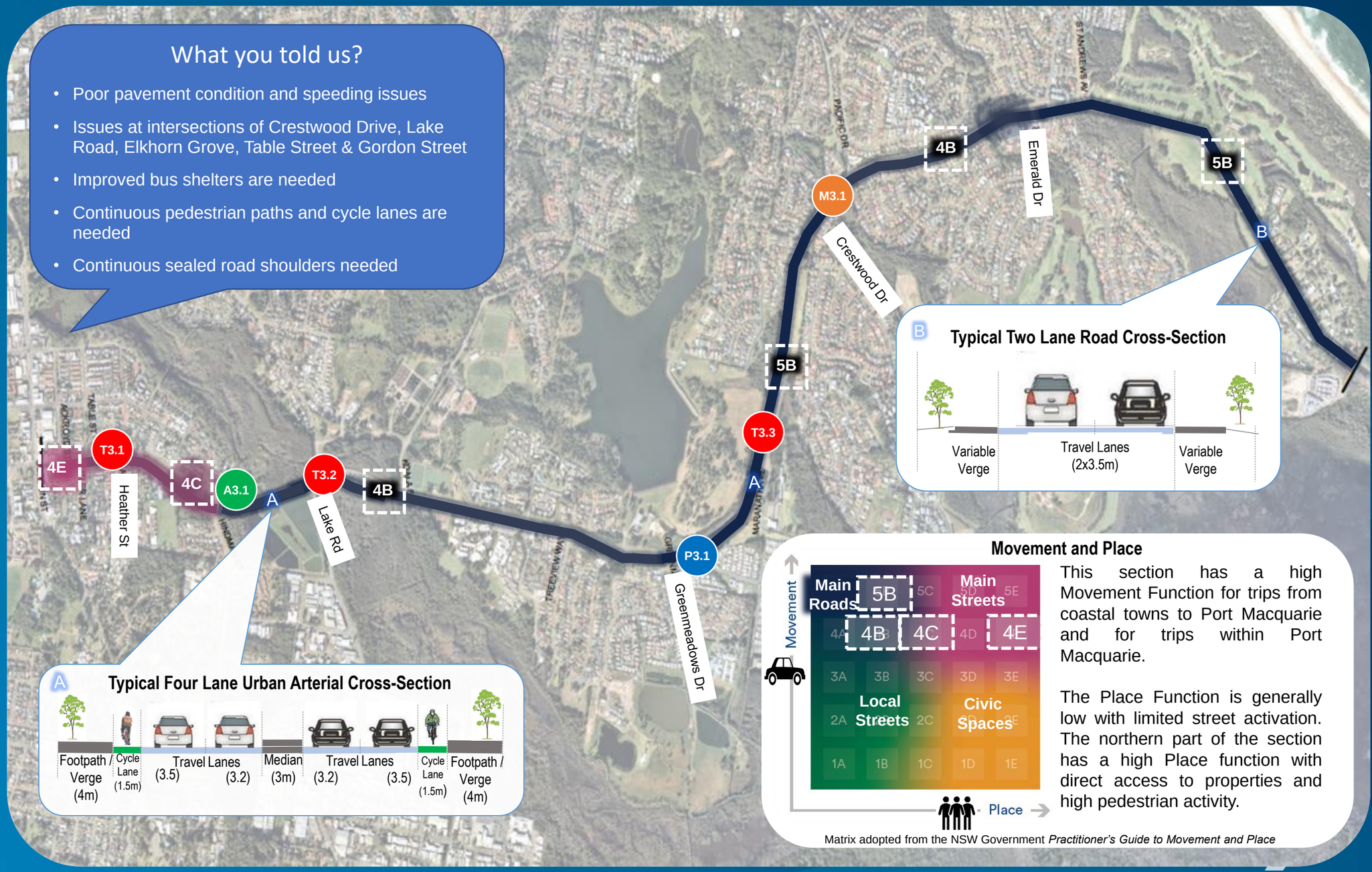
Section 3: Ocean Drive (Oxley Highway to Elkhorn Grove)

Section 3 is the main north-south corridor for Port Macquarie. It links southern towns, established residential areas and employment centres. It includes major intersections such as Lake Road and Gordon Street.

Vision: Connect Port Macquarie to Ocean Drive, provide a safe and efficient transport route for all road users, and support increased urban activity and growth in Port Macquarie and surrounding towns.

What you told us?

- Poor pavement condition and speeding issues
- Issues at intersections of Crestwood Drive, Lake Road, Elkhorn Grove, Table Street & Gordon Street
- Improved bus shelters are needed
- Continuous pedestrian paths and cycle lanes are needed
- Continuous sealed road shoulders needed



A Typical Four Lane Urban Arterial Cross-Section

B Typical Two Lane Road Cross-Section

Movement and Place

This section has a high Movement Function for trips from coastal towns to Port Macquarie and for trips within Port Macquarie.

The Place Function is generally low with limited street activation. The northern part of the section has a high Place function with direct access to properties and high pedestrian activity.

Matrix adopted from the NSW Government *Practitioner's Guide to Movement and Place*

Project Number:	Project Name:	Title:	Date:	Version:	Sheet:
P4665	MR538 and MR600 Corridor Strategy	Section 3: Ocean Drive (Oxley Highway to Elkhorn Grove)	27/10/2021	3	3

Section Improvements

T4.1 Upgrade to provide consistent 2-lane cross section, including shoulder improvements to support the needs of all road users.

T4.2 Plan for the delivery of safe and appropriate overtaking and passing lanes

T4.3 Provide formalized parking opportunities near beach accesses

A4.1 Provide consistent paved road shoulders for cyclists, complemented by clear signage and line markings.

P4.1 Provide suitable lane widths and curve widening to cater for buses

M4.1 Schedule maintenance to maintain the pavement and corridor infrastructure, including clear overgrown roadside vegetation

Section 4: Port Macquarie to Lake Cathie (South of Elkhorn Grove to Dirah Street)

Section 4 connects southern coastal towns (including Lake Cathie, Bonny Hills and North Haven) to Port Macquarie

Vision: Connect and support the growth of towns along Ocean Drive and provide safe and efficient transport route for all road users.

What you told us?

- Issues with road alignment and vegetation within road reserve
- Narrow shoulders or no sealed road shoulders for cyclist
- Overtaking lanes are needed
- Formalised beach parking is needed
- Pedestrian connections are needed



Typical Two Lane Road Cross-Section

Movement and Place

This section has a high Movement Function. It is the key link between Port Macquarie and Lake Cathie as well as other coastal towns to the south.

The section has a low Place Function due to the rural nature of the section, most of which is located adjacent to the Lakes Innes Nature Reserve.

Matrix adopted from the NSW Government *Practitioner's Guide to Movement and Place*

Project Number:	Project Name:	Title:	Date:	Version:	Sheet:
P4665	MR538 and MR600 Corridor Strategy	Section 4: Port Macquarie to Lake Cathie (South of Elkhorn Grove to Dirah Street)	27/10/2021	3	4

Section 5: Lake Cathie (Dirah Street to Bonny Hills)

Section 5 is the main north-south corridor connection to Port Macquarie. It also provides access to Lake Cathie's residential community, urban growth areas, school, neighbourhood facilities and coastal attractions (including the beach and foreshore reserve).

Vision: Connect surrounding towns, provide a safe and efficient transport route for all roads users, support growth in the region, and maintain the character and amenity of Lake Cathie.

Section Improvements

T5.1 Upgrade sections along the corridor to provide a consistent cross section, including on-road cycle lanes, to cater for all road users in the coastal towns.

T5.2 Upgrade Seaside Drive and Baltic Street intersections to improve ability to cater for increased traffic.

T5.3 Upgrade to 4-lane urban arterial cross section for part of corridor near Rainbow Beach development area.

A5.1 Provide safe and convenient pedestrian crossing facilities on Ocean Drive, particularly around Fiona Crescent

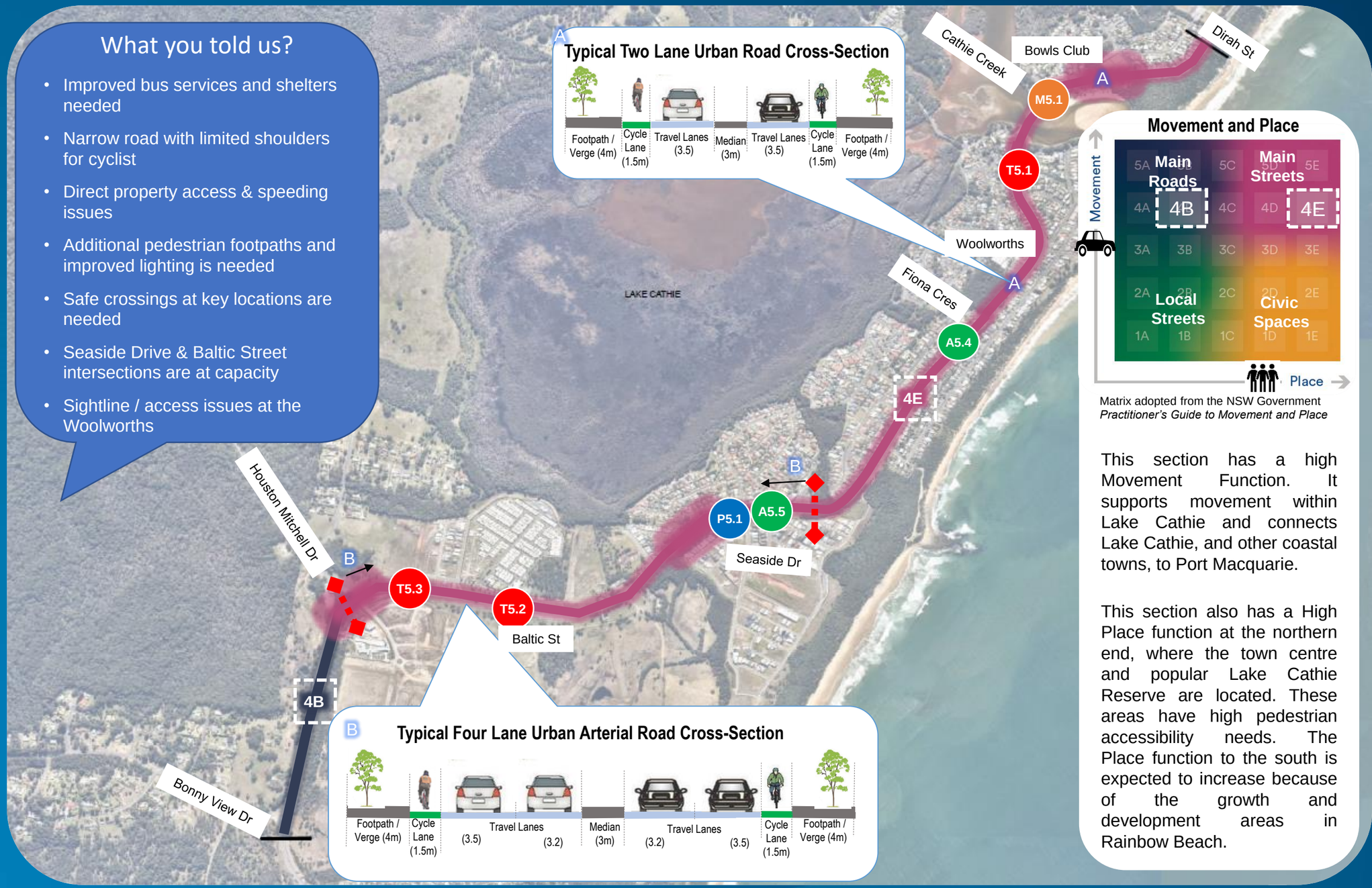
A5.2 Provide pedestrian and cycle connections through Lake Cathie

P5.1.6 Formalise and improve bus stops to provide consistent high-quality facilities in the corridor and cater for school bus interchanges

M5.1 Cater for appropriate flood design levels as part of future road upgrades design processes.

What you told us?

- Improved bus services and shelters needed
- Narrow road with limited shoulders for cyclist
- Direct property access & speeding issues
- Additional pedestrian footpaths and improved lighting is needed
- Safe crossings at key locations are needed
- Seaside Drive & Baltic Street intersections are at capacity
- Sightline / access issues at the Woolworths



Matrix adopted from the NSW Government *Practitioner's Guide to Movement and Place*

This section has a high Movement Function. It supports movement within Lake Cathie and connects Lake Cathie, and other coastal towns, to Port Macquarie.

This section also has a High Place function at the northern end, where the town centre and popular Lake Cathie Reserve are located. These areas have high pedestrian accessibility needs. The Place function to the south is expected to increase because of the growth and development areas in Rainbow Beach.

Project Number:	Project Name:	Title:	Date:	Version:	Sheet:
P4665	MR538 and MR600 Corridor Strategy	Section 5: Lake Cathie (Dirah Street to Bonny Hills)	27/10/2021	3	5

Section 6: Bonny Hills (Bonny View Drive to 800 Ocean Drive)

Section 6 is the main north-south road connecting Bonny Hills and Lake Cathie. This section also provides access to the Bonny Hills residential community, neighbourhood facilities and coastal attractions.

Vision: Connect surrounding towns, provide a safe and efficient transport route for all roads users, support growth in the region, and maintain the character and amenity of Bonny Hills.

Section Improvements

T6.1 Upgrade the Ocean Drive / McGilvray Road intersection to a roundabout

T6.2 Upgrade to provide consistent 2-lane road cross section, including improved shoulders to cater for all road users (such as cyclists and buses).

66.1 Investigate opportunities for safer pedestrian crossing facilities.

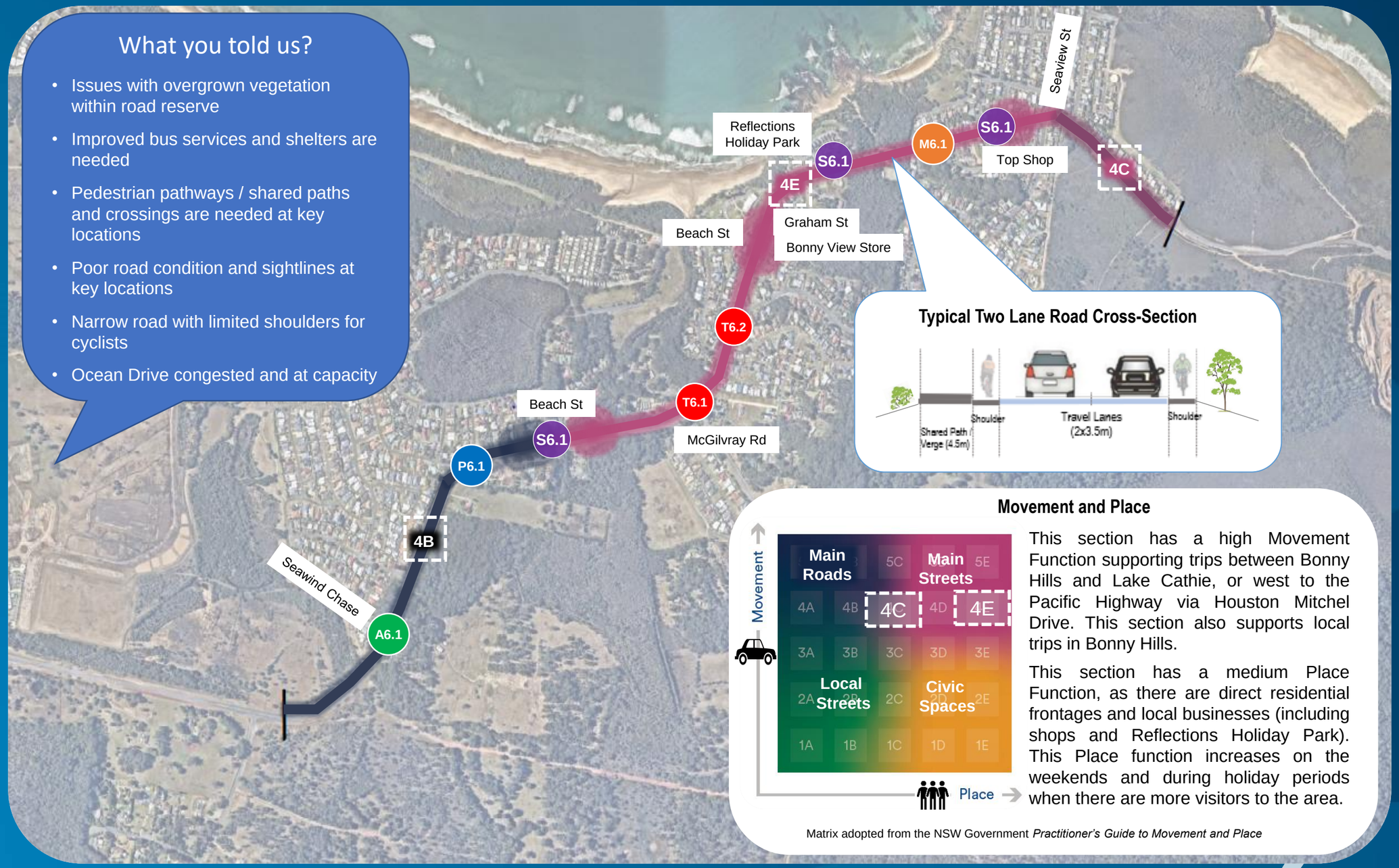
A6.1 Provide a shared path on one side of corridor through Bonny Hills

P6.1 Formalise and improve bus stops to provide consistent high-quality facilities in the corridor. Provide frequent bus stops on both sides of the corridor.

M6.1 Support road safety by clearing overgrown roadside vegetation and other roadside hazards.

What you told us?

- Issues with overgrown vegetation within road reserve
- Improved bus services and shelters are needed
- Pedestrian pathways / shared paths and crossings are needed at key locations
- Poor road condition and sightlines at key locations
- Narrow road with limited shoulders for cyclists
- Ocean Drive congested and at capacity



Typical Two Lane Road Cross-Section

Movement and Place

This section has a high Movement Function supporting trips between Bonny Hills and Lake Cathie, or west to the Pacific Highway via Houston Mitchel Drive. This section also supports local trips in Bonny Hills.

This section has a medium Place Function, as there are direct residential frontages and local businesses (including shops and Reflections Holiday Park). This Place function increases on the weekends and during holiday periods when there are more visitors to the area.

Matrix adopted from the NSW Government *Practitioner's Guide to Movement and Place*

Project Number:	Project Name:	Title:	Date:	Version:	Sheet:
P4665	MR538 and MR600 Corridor Strategy	Section 6: Bonny Hills (Bonny View Drive to 800 Ocean Drive)	27/10/2021	3	6

Section 7: Bonny Hills to North Haven (800 Ocean Drive to Edith Street)

Section 7 provides a coastal connection from the southern coastal towns of North Haven and Laurieton to Bonny Hills and Lake Cathie.

Vision: Connect surrounding towns, provide a safe and efficient transport route for all road users along Ocean Drive, and support growth within the coastal towns.

Section Improvements

T7.1 Upgrade to provide consistent 2-lane road cross section, including improved shoulders to cater for all road users (such as cyclists and buses).

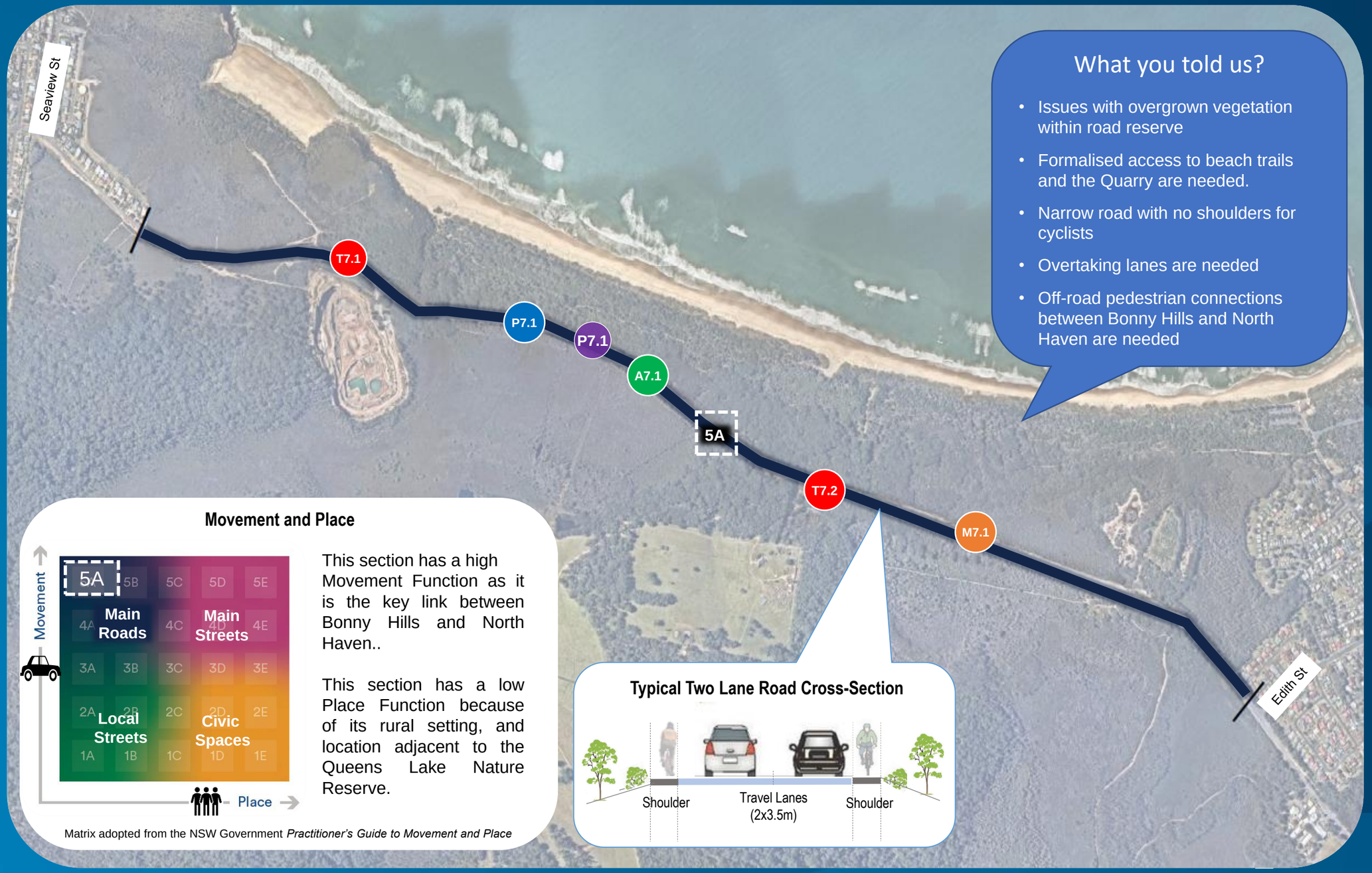
T7.2 Plan for the delivery of safe and appropriate overtaking and passing lanes

S7.1 Investigate opportunities for pedestrian connections to beach trials, and between Bonny Hills and North Haven.

A7.1 Provide consistent paved road shoulders for cyclists, complemented by clear signage and line markings.

P7.1 Provide suitable lane widths and widen curved sections of the road to cater for buses.

M7.1 Support road safety by clearing overgrown roadside vegetation and other hazards.



What you told us?

- Issues with overgrown vegetation within road reserve
- Formalised access to beach trails and the Quarry are needed.
- Narrow road with no shoulders for cyclists
- Overtaking lanes are needed
- Off-road pedestrian connections between Bonny Hills and North Haven are needed

Movement and Place

This section has a high Movement Function as it is the key link between Bonny Hills and North Haven..

This section has a low Place Function because of its rural setting, and location adjacent to the Queens Lake Nature Reserve.

Matrix adopted from the NSW Government *Practitioner's Guide to Movement and Place*

Typical Two Lane Road Cross-Section

Project Number:	Project Name:	Title:	Date:	Version:	Sheet:
P4665	MR538 and MR600 Corridor Strategy	Section 7: Bonny Hills to North Haven (800 Ocean Drive to Edith Street)	27/10/2021	3	7

Section 8: North Haven to Laurieton (Edith Street to Kew Road)

Section 8 is the main east-west road linking North Haven to Laurieton. It links residential catchments and providing direct access to local businesses, and foreshore community facilities.

Vision: Connect surrounding towns, provide a safe and efficient transport route for all road users, support growth in the region, and maintain the character and amenity of North Haven.

Section Improvements

T8.1 Upgrade the Ocean Drive / Edith Street intersection to a roundabout

T8.2 Upgrade the Ocean Drive / Bold Street / Bayside Circuit intersection to a roundabout

T8.3 Upgrade the Ocean Drive / Kew Road intersection to a roundabout

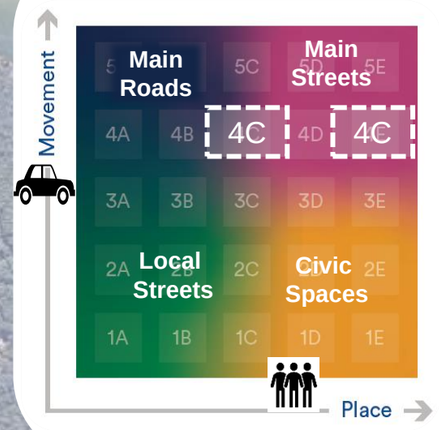
S8.1 Maintain on-street parking in the town centre, this will encourage traffic to travel at a lower speed in this high pedestrian activity area

A8.1 Provide a shared path on one side of corridor through North Haven and safe pedestrian pathways, with crossing points, where required

P8.1 Formalise and improve bus stops to provide consistent high-quality facilities in the corridor

M8.1 Schedule maintenance to maintain the pavement and corridor infrastructure.

Movement and Place



This section has a high Movement Function, supporting movement within North Haven and Laurieton. It also supports connections to surrounding towns.

This section also has a high Place Function near Camden Haven Inlet and the North Haven town centre. This area is an established town, and a popular tourist and recreational area. Pedestrian activity is high, particularly during weekends and holiday periods.

Matrix adopted from the NSW Government *Practitioner's Guide to Movement and Place*

What you told us?

- On-street parking needs to be maintained to meet demands
- Pedestrian crossing needed on Ocean Drive between Lake Street and Bold Street
- On-road cycle lanes needed
- Poor line marking and road condition
- Ocean Drive / The Parade roundabout congested

Typical Two Lane Road Cross-Section

Project Number:	Project Name:	Title:	Date:	Version:	Sheet:
P4665	MR538 and MR600 Corridor Strategy	Section 8: North Haven to Laurieton (Edith Street to Kew Road)	27/10/2021	3	8

Section 9: Laurieton to Kew (From Kew Road to western side of highway interchange)

Section 9 is the east-west corridor connecting Kew and the Pacific Highway to the coastal towns of Laurieton and North Haven. It also services the growth catchments of West Haven and Lakewood.

Vision: Connect surrounding towns, provide a safe and efficient transport route for all road users, support growth in the region, and maintain the character and amenity of Lakewood.

Section Improvements

T9.1 Upgrade the Ocean Drive / Sirius Drive intersection to traffic signals

T9.2 Upgrade the Ocean Drive / Mountain View Road intersection to a roundabout

T9.3 Upgrade the Ocean Drive / Lake Ridge Drive intersection to traffic signals

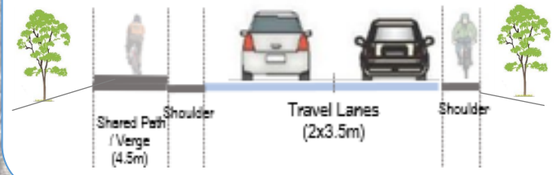
A9.1 Provide safe pedestrian crossings opportunities for a connected pathway network

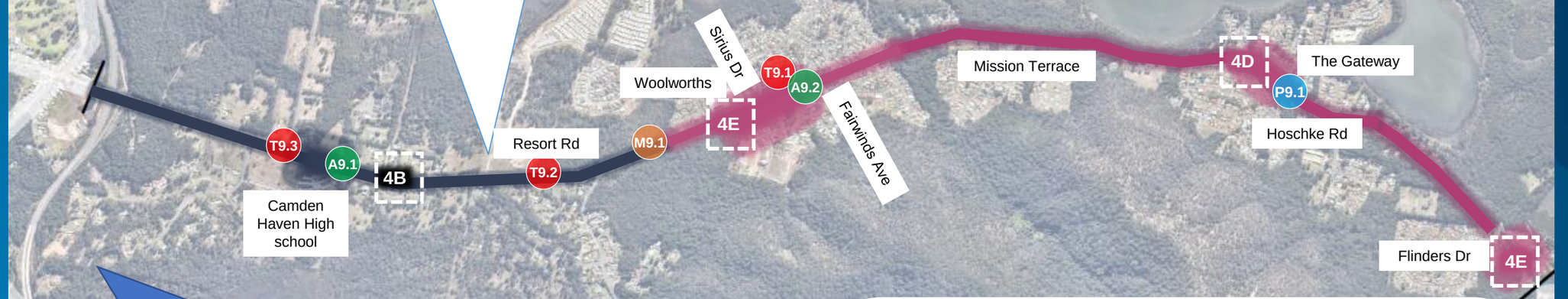
A9.2 Provide a shared path on one side of the corridor between North Haven and the Pacific Highway

P9.1 Provide bus stops on both sides of the road to service suburban centres

M9.1 Schedule maintenance to maintain the pavement and corridor infrastructure

Typical Two Lane Road Cross-Section

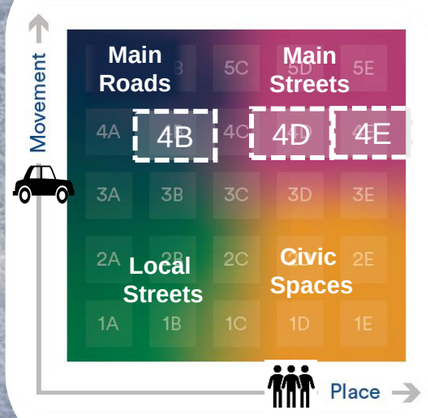




What you told us?

- Water run off issues in places
- Improved bus shelters are needed
- Road alignment and grade issues on Ocean Drive near Hoschke Road
- Pedestrian / shared paths and crossing required near school and between neighbourhoods, particularly for vulnerable users
- Poor road condition and unsafe drop off next to road at key locations
- On-road cycle lanes are needed

Movement and Place



This section has a high Movement Function, supporting a connection between the Pacific Highway and North Haven and Laurieton. The Area 15 urban release area will increase the Movement function of this section

This section has a low-medium Place Function because of the surrounding residential land uses (i.e. urban areas and areas with large rural residential lots). The Area 15 urban release area will increase the Place function.

Matrix adopted from the NSW Government *Practitioner's Guide to Movement and Place*

Project Number:	Project Name:	Title:	Date:	Version:	Sheet:
P4665	MR538 and MR600 Corridor Strategy	Section 9: Laurieton to Kew (From Kew Road to western side of highway interchange)	27/10/2021	3	9

Section 10: Kew to Kendall Kew to Kendall
(From western side of highway to end Comboyne Street / Graham Street)

Section 10 provides an east-west road linking the towns of Kew and Kendall to the Pacific Highway. It also provides a main street function for both towns.

Vision: Connect surrounding towns, provide a safe and efficient transport route for all road users, support growth in the region, and maintain the character and amenity of Kew and Kendall.

Section Improvements

T10.1 Upgrade Ocean Drive/ Nancy Bird Walton Drive / Kendall Road intersection to include line marking and build outs for improved pedestrian safety

T10.2 Provide a consistent carriageway with paved shoulders for the section between Kew and Kendall

A10.1 Provide safe pedestrian crossings opportunities for a connected pathway network

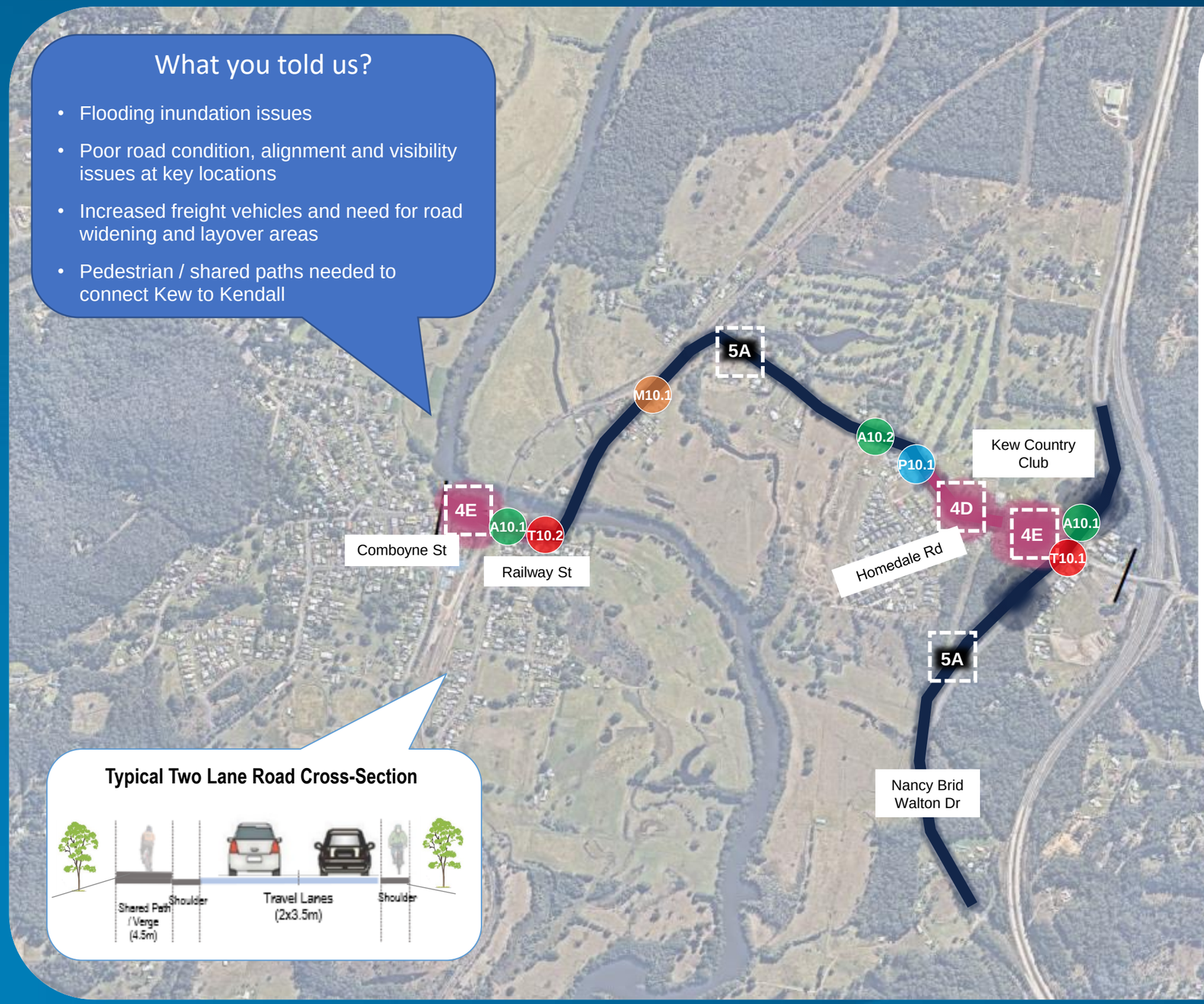
A10.2 Provide a shared path on one side of the corridor between Kew and Kendall. Extend pathway connections to Kendall.

P10.1 Formalise and improve bus stops to provide consistent high-quality facilities in the corridor

M10.1 Schedule maintenance to maintain the pavement and corridor infrastructure.

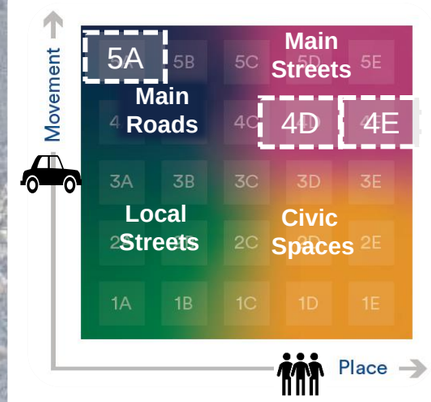
What you told us?

- Flooding inundation issues
- Poor road condition, alignment and visibility issues at key locations
- Increased freight vehicles and need for road widening and layover areas
- Pedestrian / shared paths needed to connect Kew to Kendall



Typical Two Lane Road Cross-Section

Movement and Place



Matrix adopted from the NSW Government *Practitioner's Guide to Movement and Place*

This section provides a medium Movement Function, supporting traffic within Kew and Kendall, and connecting Kew and Kendall to the Pacific Highway and to coastal towns.

The Place Function is high through Kew and Kendall. This function is reduced for the section of the corridor between Kew and Kendall

Project Number:	Project Name:	Title:	Date:	Version:	Sheet:
P4665	MR538 and MR600 Corridor Strategy	Section 10: Kew to Kendall Kew to Kendall (From western side of highway to end Comboyne Street / Graham Street)	27/10/2021	3	10