

Delivering Active Transport in Lake Macquarie

Fernleigh Track, Lake Macquarie City Council Cycling and Footpath Strategies

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Fernleigh Track

Regional context

- Joint ownership between Newcastle City Council & Lake
 Macquarie City Council
- Acquisition of 15km disused rail corridor between Adamstown & Belmont
- Implementation plan adopted in 1999
- Construction staged over 10 years, completed in 2011



Fernleigh Track

Aspects of the Track

 Natural environment, rail heritage, tourism, economic contribution, health & wellbeing, transport.

Implementation

- Staged over 10 years
- Multiple funding sources
- Interpretation strategy

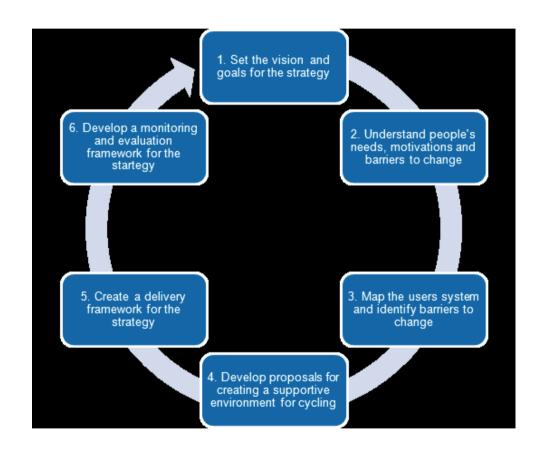




Cycling Strategy

Vision is for a stronger and more diverse cycling culture in Lake
Macquarie, accessible to all.

Achieved through the provision of facilities underpinned by a behavioural change model, designed to create a supportive environment for cycling.





Cycling Strategy

Projects underway:

- Fernleigh track to Blacksmiths
- Speers Point to Glendale
- Bareki bends Eleebana
- Bonnells Bay, Sunshine, Brightwaters

Campaign

• "See the person, not just the bike"





Footpath Strategy

To provide pedestrian facilities in a consistent and sustainable manner, where they provide the most benefit to the community in general, and to enable safe & convenient pedestrian travel.

Objectives

- Identify current provisions
- Develop methodology for prioritising future facilities
- Develop a future works program



Footpath Strategy

Guiding Principals

A range of reference points considered and tested with stakeholder consultation.

Prioritisation criteria

To enable a consistent approach to assessing facilities proposed.

Footpath priority register

Aligning projects identified with resources available.

Delivery through capital works program

Annual targets included in Councils delivery program.

