

7.0 POLICY and ACTIONS

Create and Improve Pedestrian Amenity and Safety within the NSC

- Audit footpaths in NSC to examine their conditions and to ensure level and slip resistance surface.
- Provide kerb ramps on side streets and required locations.
- Establish a “mobility walk” along major pedestrian routes within the Centre to ensure easy access for people with prams or special needs.
- Incorporate use of arcades and lane ways as part of the architectural design for the new development within the Centre.
- Improve lighting along Spring, Little Walker, Little Spring and Hill Streets and Gas Lane
- Introduce pavement lights at pedestrian crossings such as pedestrian refuge and foot marked crossing to highlight pedestrian activity and ensure better visibility for drivers.
- Incorporate methods as part of the DCP for new developments to ensure maximum pedestrian safety and amenity by reducing conflicts between vehicle and pedestrian movements. Measures such as flashing lights and wide angle visibility splays at driveways along footways should be imposed in addition to Standards of Australia guidelines.
- Implement Pedestrian Access and Mobility Plan for NSC

Improve Higher Use of Public Transport within the Centre

- Recognise Transit Zones by provision of appropriate urban design solutions to increase amenity and accessibility for public transport users
- Establish bus lanes along Miller Street and Pacific Highway and improve bus services manoeuvrability through the area
- Employ latest technology such as introduction of “real time table” for buses and trains at Transit Zones.

Encourage Higher Use of Non-Car travel

- Introduce specific regulation through planning instruments for new developments to encourage higher use of public transport in NSC. This could require the new developments to provide employment incentives for employees who use public transport (e.g. discounted ticket), bike (e.g. offering full or partial payment) or walk (e.g. cash incentives, etc)
- Introduce multi-modal travel along road network with no adverse impact on bus services
- Discourage vehicular through traffic within the Centre by introduction of a balanced traffic management plan. This can be achieved by maintaining traffic along Pacific Highway and Arthur Street and promote higher use of Freeway.
- Provision of bike depots throughout the Centre that bikes can be hired at one location and return at another location – log term option. This could be introduced initially during weekends as part of the recreational access to the Centre or its foreshore environs

- Provision of bike racks on special buses – (subject to STA’s initiative)

- Encourage better use of the Centre during weekends by introduction of regular programs such as “car free day” where access by car to parts of the CBD would be restricted.

Create Slow Speed Environment in NSC

- Implement the proposed 40kph speed management measures

- Incorporate public arts as part of the traffic and pedestrian management measures where appropriate to enhance the built environment of the area. This would also affect driver’s behaviour to acknowledge its road environment and hence to drive carefully.

- Implement tree planting particularly along Pacific Highway to achieve a calmer road environment.

- Encourage tree planing as part of the footways (not roadway) where appropriate to provide shade for pedestrians and parked cars.

- Introduce variable message signs to inform drivers on their vehicular speeds or road conditions or advisory information.

- Recognise each identified precincts (i.e. Civic, Residential, Educational and Transit Zones) by appropriate urban design and road infrastructure sympathetic to area characteristics.