

14 Movement and Traffic

Movement Network

The movement network has been designed to provide a highly connected system that will ensure safe, convenient and easily understood vehicular, pedestrian and cycle circulation.

Key features include:

- Logically and safely connecting new collector roads to Lee Point Road, Tambling Terrace, and the Henbury Avenue/Rocklands Drive intersection.
- 'Fitting' collector roads to the natural landform, discouraging through-traffic and framing the central parkland
- Directly accessing dwellings from Henbury Avenue, Tambling Terrace and internal collector roads to reinforce residential character and promote residential surveillance of streetscapes
- Providing an inter-connected system of local access streets in a logical pattern of loops and 'open' cul-de-sacs, supporting safe design speeds, discouraging short-cut trips and offering a variety of house settings.
- Incorporate wherever possible water sensitive design strategies in streetscape design and addressing inter-lot drainage
- Providing a network of pedestrian and bike paths which offer enjoyable and convenient access to parks and facilities and links with existing networks.
- Retaining emergency egress and access for the hospital
- Accommodating bus services with an ease of access for all residents and provided at time of occupation
- Designing streetscapes that create attractive neighbourhood and house settings and which reinforce residential character



TRANSPORT ISSUES RAISED DURING CONSULTATION INCLUDE: JOINT VENTURE RESPONSE

Concerns about traffic generation in areas surrounding the site	A traffic study is currently being prepared that will comprehensively examine traffic generation.
Support for encouraging bus use by ensuring early provision of service	The draft Concept Master Plan is designed and staged to accommodate bus services from the time of the first resident's occupancy. The Joint Venture is working with Darwin Bus to ensure bus service is available from day one.
Support for the encouragement of walking and bicycling	The draft Concept Master Plan incorporates an extensive network of pedestrian and bike paths (both on and off road) that promotes walking cycling within and through the site.
The importance of promoting good access to Casuarina Coastal Reserve	The central park forms an extension of the Reserve and Sandy Creek open space system. Lyons includes a number of paths that promote access to Casuarina Coastal Reserve. The Joint Venture is currently discussing improved access with the hospital and the NT Government.

Traffic Management

The Joint Venture has recently engaged a Traffic Consultant to undertake a traffic study for Lyons. The brief for the study has been agreed with Darwin City Council. The traffic study will determine the level of traffic generated by Lyons and the likely routes taken. Consideration will also be given to the need for any mitigating measures.

Issues raised in consultations that will be considered as part of the traffic study include the identification of key routes from Lyons to town and analysis of the impacts of increased traffic on those routes. Routes considered will include Lee Point Road, Trower Road, and Rocklands Drive.

Planning to date has considered Lee Point Road and Trower Road as the primary routes. The traffic study will also examine the potential to minimise through traffic in Tiwi and Wanguri.

An advantage of the Lyons development is that we know with a greater degree of certainty where a large proportion of trips will be going, given the significant component of Defence Housing on the site.