CITY OF DARWIN

2030

MOVEMENT STRATEGY

Contents

Acknowledgement of Country

City of Darwin acknowledges the Larrakia people as the Traditional Owners of all the land and waters of the Greater Darwin region.

To the Larrakia, Darwin is known as Garramilla. The original language of the Larrakia is Gulumirrgin (pronounced Goo-loo-midgin).

Often referred to as "Saltwater People", the Larrakia lived, loved, birthed, hunted and survived a life on pristine coastal and inland areas. Established 'song lines' connecting Larrakia people to Country penetrate throughout their land and sea, allowing stories and histories to be told and retold for future generations. Scientific evidence dates Aboriginal presence in northern Australia to 60,000 years.

The Larrakia culture and identity is rich and vibrant. In the footsteps of the Larrakia people, City of Darwin will continue to foster this culture and identity by creating a vibrant community together.

PHOTO COURTESY OF LARRAKIA NATION

Lord Mayor's Message

I am pleased to present City of Darwin's first ever Movement Strategy. The way we move around the city has an impact on many things including urban form, our health, the environment and how we experience places.

Feedback from the community told us that to improve movement around the city the quality of streetscapes and public places needs to be better, along with connectivity to public transport, end of trip facilities and overall network accessibility.

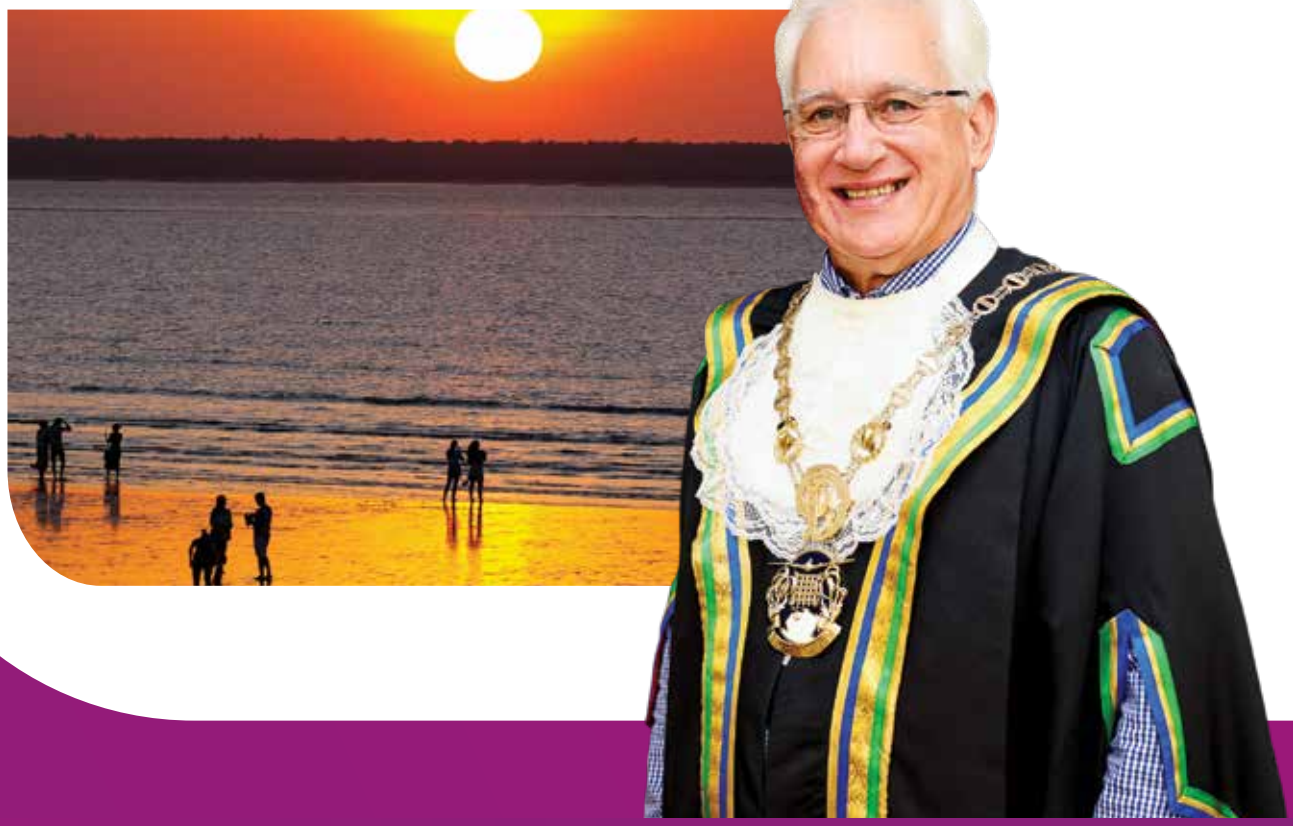
The Movement Strategy aims to make it easier for people to move around the city by improving streetscapes, infrastructure and connectivity while helping to reduce the impact of transport on the environment.

This Strategy has been developed to assist Council prioritise areas such as pedestrian footpaths, shared footpaths, bicycle networks, transport links and shared mobility access to create greater connectivity.

City of Darwin is responsible for the local road network and the adjacent shared path and bicycle network. We work closely with the Northern Territory Government (NTG) who have responsibility for transport and the transport network. Through the implementation of this strategy, Council will advocate and collaborate with NTG for future transport innovations and opportunities that will benefit the community.

I want our movement network to be modern and sustainable, promoting an active city that is accessible and safe for all residents and visitors.

THE HON. LORD MAYOR KON VATSKALIS



City of Darwin's Strategic Planning Framework

City of Darwin's strategic planning framework provides the basis for the setting and delivery of Council's priorities. The 2030 Movement Strategy (Strategy) informs the delivery of programs within this strategic planning framework.

Living Darwin 2030 Report
Community Input

↓

Darwin 2030: City for People. City of Colour.
Strategic Plan

↓

Municipal Plan
(including Annual Budget)

↓

Annual Report

Informed by:

Legislation
(Australia & NT)

NT Government
strategies and policies

City of Darwin
Long Term Financial Plan

Long Term Asset
Management Plans

Other Council
strategies & policies

Darwin 2030 *City for People. City of Colour.*

A capital city with best practice and sustainable infrastructure

A safe, liveable and healthy city

A cool, clean and green city

A smart and prosperous city

A vibrant and creative city

Underpinned by City of Darwin's Governance Framework

- Vision and Culture
- Roles and Relationships
- Decision Making and Management
- Accountability

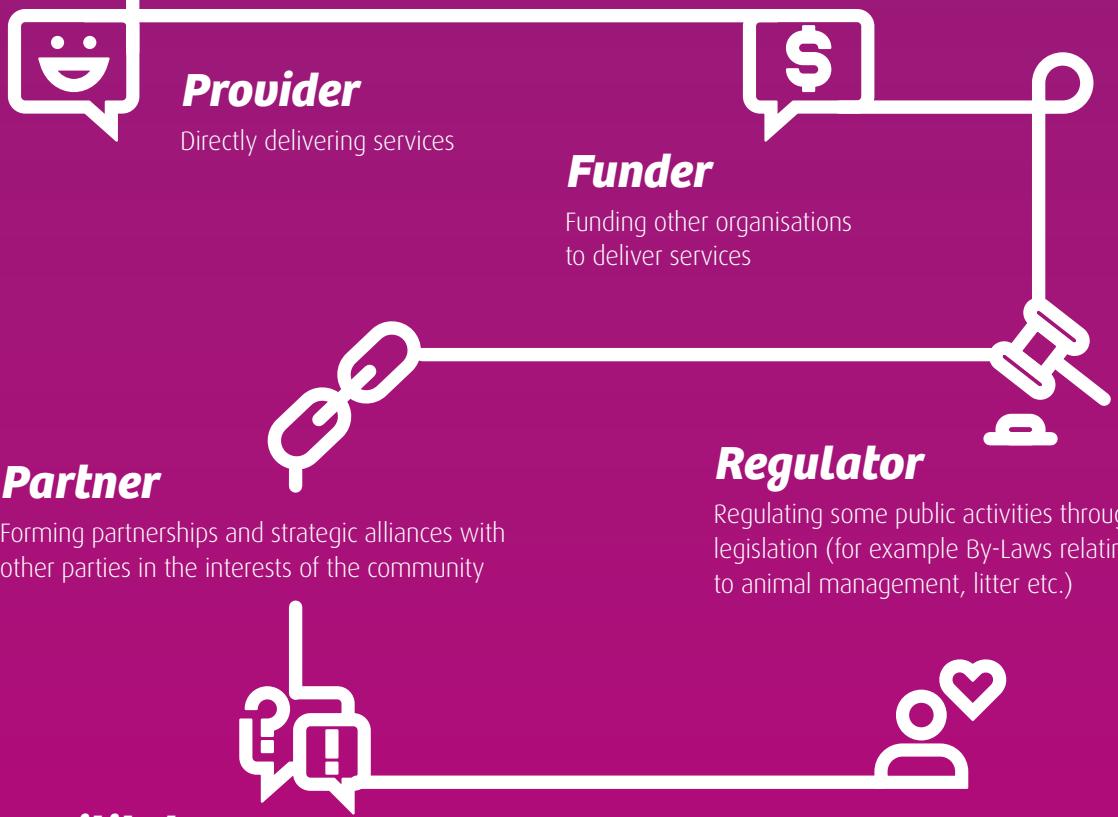
Our strategic role

The provision of transport across the municipality is shared between City of Darwin and the Northern Territory Government (NTG). The shared responsibility for transport means that in delivering this Strategy, City of Darwin has direct responsibility for some transport actions and policies, whilst in other instances its role is in advocating for actions beyond City of Darwin's jurisdiction.

City of Darwin manages the local road network and the adjacent shared path and bike network within the municipality. City of Darwin also manages public parking. This Strategy provides the overarching approach to managing these aspects of the transport system.

Elements of this Strategy that are within City of Darwin's control include capital works projects within the local road network, management of parking, the development of policies and the development of behaviour change programs to encourage and influence personal travel to more sustainable modes.

THIS STRATEGY DETAILS THE ROLE OF CITY OF DARWIN, DEFINED AS:



Provider
Directly delivering services

Funder
Funding other organisations to deliver services

Partner
Forming partnerships and strategic alliances with other parties in the interests of the community

Regulator
Regulating some public activities through legislation (for example By-Laws relating to animal management, litter etc.)

Facilitator
Assisting others to be involved in activities by bringing groups and interested parties together

Advocate
Promoting the interests of the community to others (decision makers and influencers)

Darwin's movement needs

The Darwin municipality occupies approximately **112** square kilometres across **41** suburbs

Approximate population of **82,030**

Around **61,000** people within working age

DARWIN'S CURRENT TRANSPORT USE IS DOMINATED BY PRIVATE VEHICLES. THIS CAN BE SEEN IN THE JOURNEY TO WORK STATISTICS AVAILABLE FROM THE 2016 CENSUS. THIS DATA SHOWS THAT:

80.1% of employees commute by private vehicle.

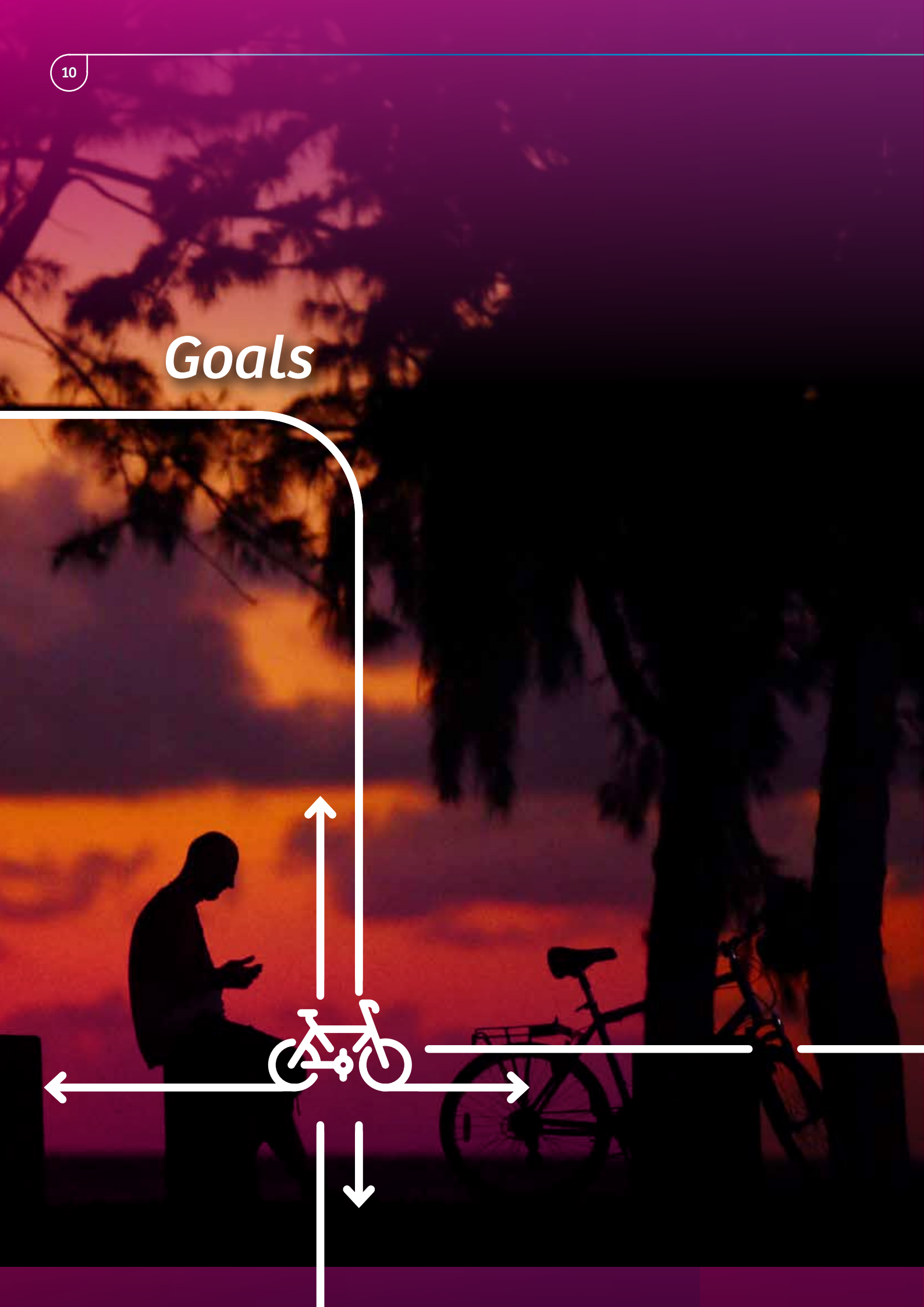
7.7% of employees commute by public transport.

3.5% of employees commute by active transport.

The high use of private vehicles is supported by a total of:

1637 on street spaces and **1527** off street spaces in the Darwin city centre.

Goals



THE FOUR OVERARCHING GOALS OF THE MOVEMENT STRATEGY ARE:

1. Increase Connectivity and Options

To create an effective movement network into and around Darwin that facilitates consistent and reliable travel across a variety of modes.

2. Enhance Accessibility and Safety

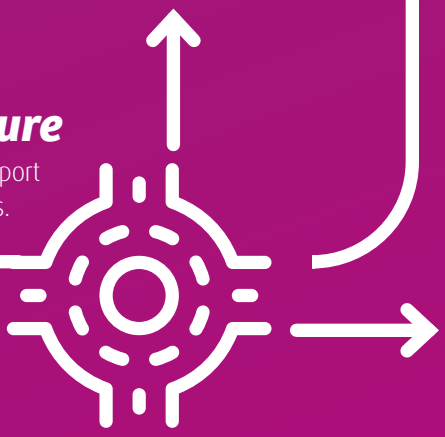
To create an accessible and safe network that considers different modes of transport for all users.

3. Cool and Green our Sustainable City

To create a cool, green and sustainable environment into and around the city.

4. Harness the Future

To embrace and support future transport innovations, opportunities and needs.



In 2020, City of Darwin committed to the development of a Movement Strategy to support the community to walk, cycle, access public transport and use alternative modes of transport.

In early 2021, a desktop analysis of the strengths, weaknesses, opportunities and threats for movement in Darwin was undertaken in order to identify the key transport benefits and challenges.

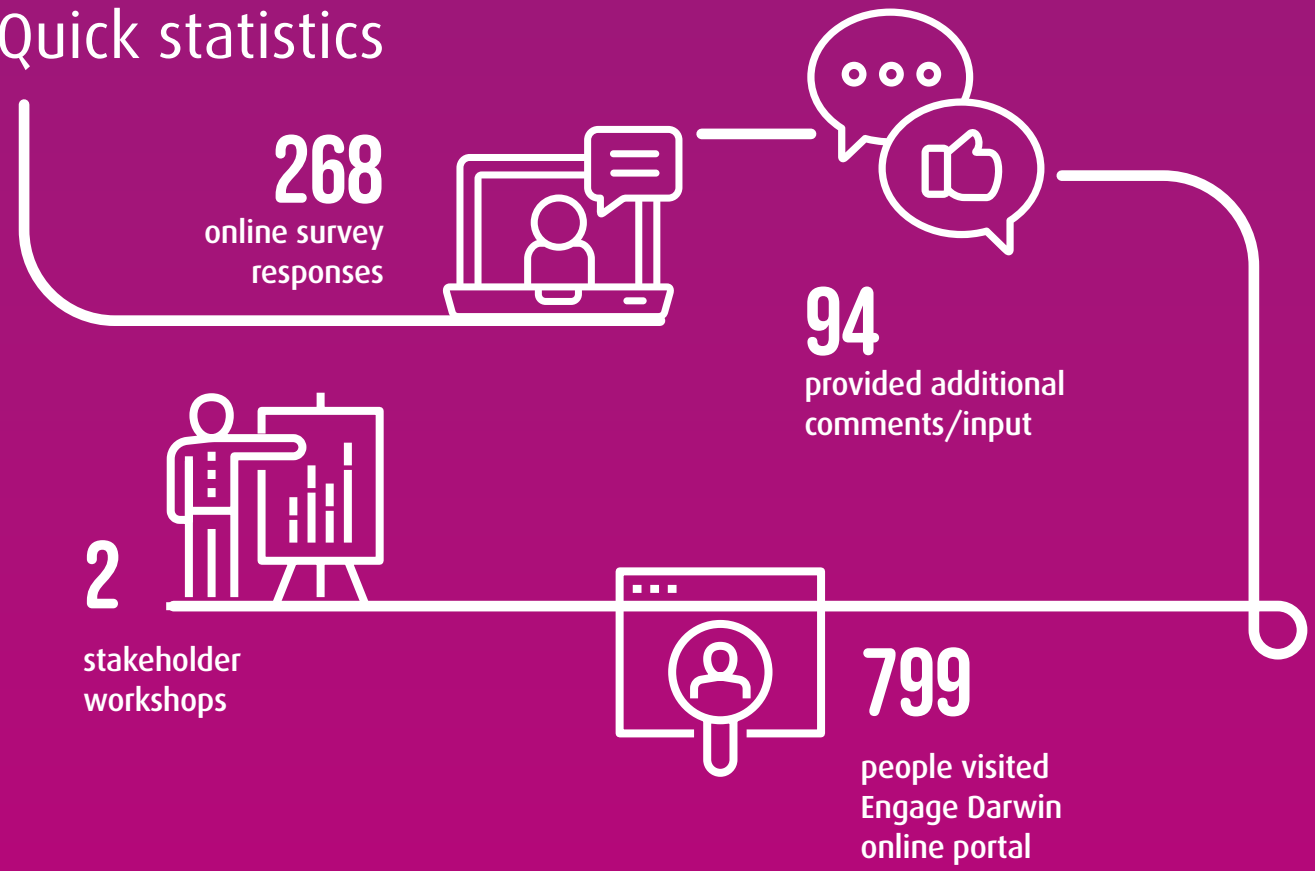
Consultation was undertaken to ensure the City of Darwin's Movement Strategy was developed with strong input from key stakeholders and the broader community.

The consultation process ran for three weeks. Several tools and tactics were used to promote the consultation process including fact sheets, social media, advertising, emails, online survey, one on one meetings and stakeholder workshops. Results from Place Score 2020 were also used to inform the Movement Strategy.

The consultation process revealed several key opportunities for movement around Darwin:

- Increased shading along footpaths, cycleways and more broadly within the Darwin municipality would result in less reliance on car travel
- Improved footpaths and cycleways would encourage more pedestrian mobility and cycling
- Frequency, safety and cleanliness of bus services needs improvement
- There are opportunities to introduce alternative public transport options, such as a free city circle shuttle bus
- Safety needs to be considered when there are various intersecting transport modes
- Removal of parking should be considered when there are viable public transport options

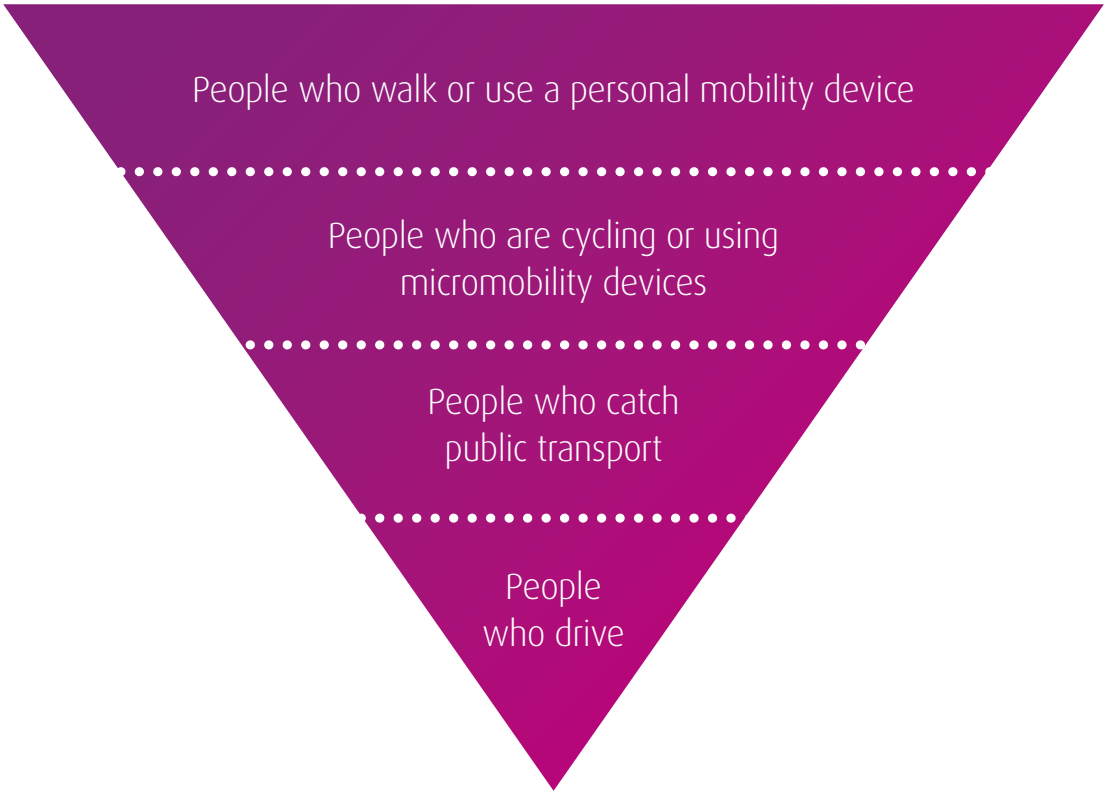
Quick statistics



A people first philosophy

The Movement Strategy creates a framework and direction to align transport investment and policy decisions with the aspirations of the community.

This approach is realised through investment in infrastructure as follows:



Pedestrian infrastructure becomes the first focus followed by cycling, micromobility devices, public transport and motor vehicles. This is reflected in more pedestrian space on the verge (between the road and the property boundary), street trees and shade, median treatments e.g. fencing, and safe crossing points. For example, City of Darwin would ensure high quality pedestrian facilities are in place as a first priority when making improvements to an intersection. This would be followed by safe access by cyclists and people taking the bus, before looking at further improvements to motor vehicle level of service.

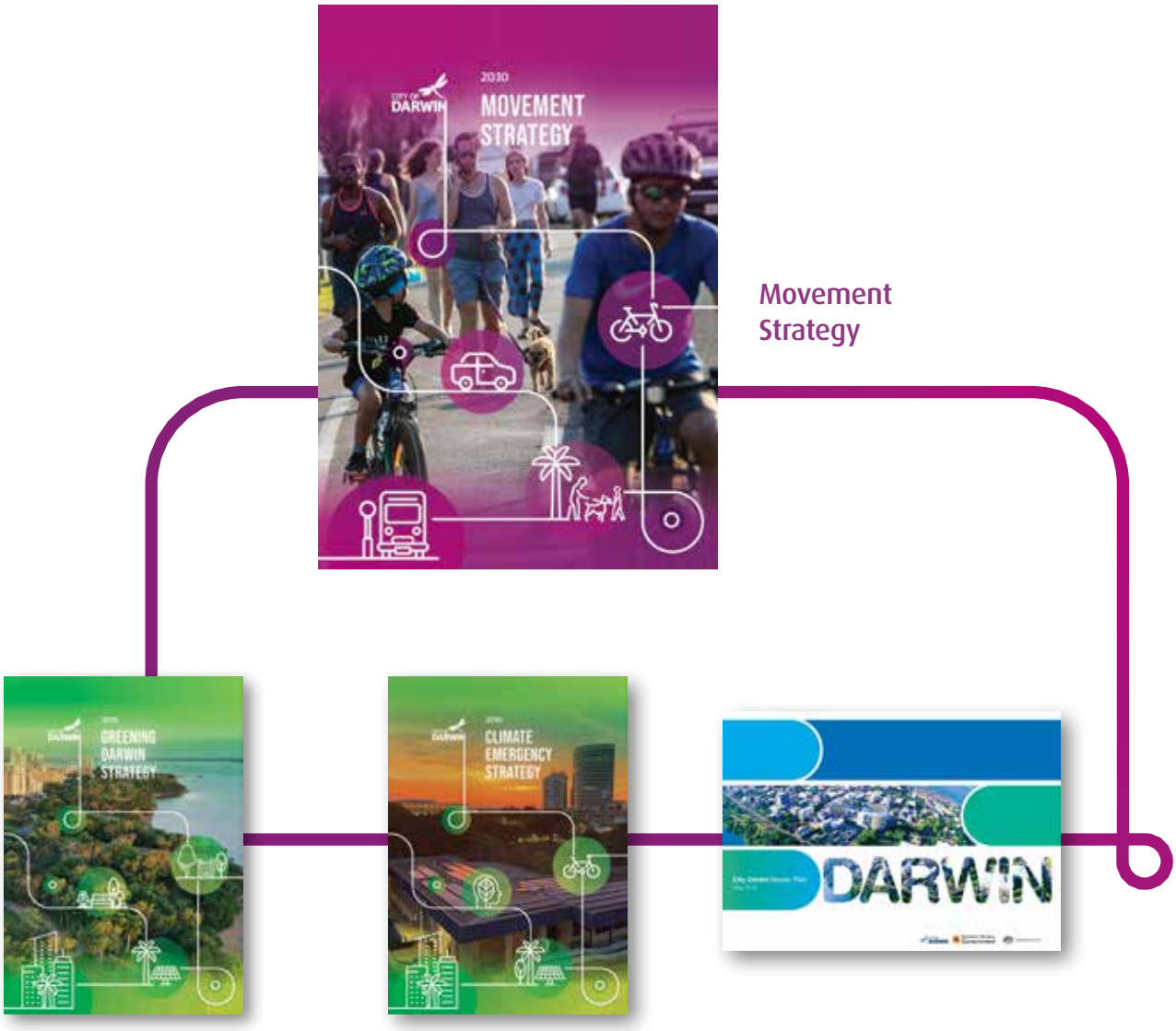
On high-traffic roads throughout the City, existing priority is typically for people who choose to drive. A 'people first' philosophy prioritises vulnerable people and supports active and sustainable modes of transport before car movements.

Movement Strategy

The Movement Strategy aims to make it easier for people to move around our suburbs and city by improving streetscapes, infrastructure and connectivity while reducing the impact of transport on the environment.

The Movement Strategy consolidates the Darwin Bike Plan, Darwin CBD Parking Strategy and builds on other existing plans to create actions where there are currently none.

The Movement Strategy plays an important role in supporting the City of Darwin's sustainability goal of achieving net-zero emissions by 2040, which is embodied in the Climate Emergency Strategy, and it works hand in hand with the Greening Darwin Strategy to provide more street trees and shade. It is also informed by the NTG's Darwin Regional Transport Plan and Electric Vehicle Strategy and Implementation Plan 2021-2026.



Movement Strategy

Greening Darwin Strategy

Climate Emergency Strategy

Darwin CBD Master Plan

Movement Action Plan

Funding of the proposed actions, where City of Darwin is the provider, will be sourced through:

- City of Darwin's capital works programs
- Federal and NTG grants
- Annual budget new initiative requests
- Private investment and expression of interest opportunities

To measure the success and progress of this Strategy, it is important to maintain a set of key indicators. These allow measurement against agreed outcomes and a consistent approach to report back on progress to decision makers, stakeholders and the community. The indicators only measure what the City can control, or the effects of changes made to the network. These measures are detailed in the Action Plan.

It is intended that progress in delivering this Strategy will be reviewed annually by the City and updates made accordingly.

The City of Darwin's movement capital works program will be uploaded to the City of Darwin's website annually.

Walking

Walking plays a critical role in the transport system and for the purposes of this Strategy, a broad definition of walking has been adopted, including the use of mobility aids such as wheelchairs and mobility scooters. Every person starts or ends their trip as a pedestrian where they walk or utilise a mobility device under 10k/h, yet it is often neglected in planning decisions. Pedestrians are the key to a successful transport system. A safe, accessible, attractive and shaded pedestrian network acts as an enabler for all other mode decisions and creates opportunities for more sustainable travel across all the available options. The quality of the pedestrian space impacts every type of travel.

Outside of centres, high quality pedestrian infrastructure supports residential travel to shopping and schools, connection to public transport facilities and recreation. Attractive and safe pedestrian spaces result in improved health and social outcomes for residents. These high amenity environments also improve economic outcomes, attracting more residents and businesses to the area.

The aim of the pedestrian deliverables in this Strategy is to create an environment that is accessible, comfortable and safe for travel throughout the municipality, enhancing the physical, economic and social health of the community. To achieve this requires a comprehensive path network which considers the needs of all users in the community and adjacent land uses.

Key community challenge

Feedback from the community showed the importance of the quality of the pedestrian environment, with issues being raised about safety, poor quality or missing paths, conflicts with bikes and cars, paths not wide enough to pass on, and the impacts of heat and rain on personal travel.

We also heard that streets that only had paths on one side of the road, were a deterrent to walking in our suburbs, and that walking to schools was often not an option due to perceived safety.

Solution in the spotlight

City of Darwin can support the community's desire for healthy travel through developing a Local Area Traffic Management guideline which provides streetscape design principles and a template for upgrades, including:

- Path width and accessibility - to enable passing and provide for people of all levels of mobility
- Location - Paths directly next to high fences may be appropriate in some areas, but in others they limit sight lines and allow dogs close enough to the path to be intimidating to pedestrians
- Safety - including path maintenance, lighting and sight lines as well as tactile strips and audio sensory for vision impaired
- Amenity - including ground level activity, type and frequency of street trees, street furniture, public art, and general clutter of the path environment
- Legibility of the network - including wayfinding, and proximity of destinations
- Climate - with shade provided by street trees and awnings.

City of Darwin will also investigate the application of a Safe Schools and Neighbourhood Streets Program to encourage active transport.

This Strategy identifies a staged program of works including a combination of low-cost initiatives that can be implemented in the short term by City of Darwin (<1 year), as well as medium (1-5 years) and larger-scale projects (>5 years) to help progress long-lasting changes.

Actions	City of Darwin's role	Short term	Medium term	Long term	On going	Measures
Construct a coherent, attractive and safe pedestrian network through new infrastructure and infrastructure upgrades						
Complete an audit which identifies locations of pedestrian infrastructure opportunities including, path widening, relocation and conflict reduction	✓		✓	✓		Completed audit in 2024 and 2028
Create a priority pedestrian infrastructure program that considers place-based and integrated infrastructure planning which align with the Darwin municipality Area Plans, including an annual program budget	✓				✓	Developed annual pathways capital works program
Deliver a priority pedestrian infrastructure program	✓				✓	100% completion of priority pedestrian infrastructure program
Create a safe, comfortable, accessible and welcoming environment for pedestrians						
Create a Movement Policy that addresses and reinforces pedestrian priority at crossovers and minor roads in the context of Pedestrian Level of Service	✓	✓				Adopted Movement Policy
Develop Local Area Traffic Management (LATM) guidelines to address local traffic safety and amenity issues	✓	✓	✓			Developed LATM Guidelines (2021 + review in 2026)
Create a LATM infrastructure program, including an annual program budget	✓				✓	Developed annual LATM infrastructure program
Implement the LATM infrastructure program	✓				✓	100% completion of annual LATM infrastructure program

Provider Funder Regulator Partner Facilitator Advocate

Actions	City of Darwin's role	Short term	Medium term	Long term	On going	Measures
Investigate the application of safe school and neighbourhood streets programs		✔				Comparative feasibility report delivered on available options
Review the uptake of the Darwin Safe and Active Routes to School Toolkit		✔				Report delivered that ascertains stakeholder uptake and toolkit effectiveness
Increase net shade around key pedestrian routes					✔	Net-shade increase (Metric: canopy cover + roof structures combined)
Advocate for development requirements focused on pedestrian amenity, such as awnings and street tree planting					✔	Number of stakeholder engagement activities

Provider Funder Regulator Partner Facilitator Advocate

Cycling and micromobility

Cycling infrastructure is provided within the City of Darwin to satisfy many different needs, from short distance trips to shopping, school trips and recreation, to long distance commuting. The distinction between these functions is important because the infrastructure required to support them can be different, due to the varied nature of the journeys and the demographic of riders.

In addition to traditional bikes, this network provides opportunities for new and emerging forms of micromobility, including gophers, electric scooters, electric bikes and other mobility devices. These devices tend to travel at a moderate speed, of between 10km/hr and 30km/hr, while sharing space with cars or pedestrians.

Providing safe and attractive routes for cycling and micromobility supports a wide range of different active travel modes, with benefits for users experiencing disability, drivers and pedestrians wherever the environment appropriately matches the user's speed.

Darwin has a huge potential for increasing cycling and active transport, which can be realised through improvements to paths and environment, end-of-trip facilities and provision of public bikes and scooters.

This Strategy's ambition for cycling and micromobility is to create a comprehensive network of safe and attractive routes suitable for all abilities.

Key community challenge

Through consultation, the community has expressed a need for greater connectivity between pathways and cycleways, including improved infrastructure to make it easier to move throughout the municipality.

Solution in the spotlight

The most important project is to integrate City of Darwin works with the NTG network. This will fill in the gaps of the existing disjointed network, and address conflicts between pedestrians, cyclists and motor vehicles.

Cycling can be further promoted for commute to work and short trips by improving wayfinding signage, end of trip facilities and increasing net shade along key cycling routes.

Actions	City of Darwin's role	Short term	Medium term	Long term	On going	Measures
Construct a coherent, attractive and safe cycling and micromobility network through new infrastructure and infrastructure upgrades						
Complete an audit which identifies locations of cycling and micromobility infrastructure opportunities, including modification of intersections to promote safe cycling and micromobility	Provider		✔	✔		Completed audit in 2024 and 2028
Create a priority cycling and micromobility infrastructure program that considers place-based and integrated infrastructure planning which align with the Darwin municipality Area Plans, including an annual program budget	Provider				✔	Annual cycling and micromobility capital works program developed
Undertake a priority cycling and micromobility infrastructure program	Provider				✔	100% completion of priority cycling and micromobility infrastructure program

Provider Funder Regulator Partner Facilitator Advocate

Actions	City of Darwin's role	Short term	Medium term	Long term	On going	Measures
Create safe, comfortable, accessible and welcoming environments for cycling and micromobility						
Increase net shade around key cycling and micromobility routes	Provider				✔	Net-shade increase (Metric: canopy cover + roof structures combined)
Advocate for shade and similar improvements along NTG routes	Advocate				✔	Number of stakeholder engagement activities
Investigate options to promote safe cycling and micromobility activities	Advocate	✔				Completed comparative feasibility report on available options
Promote cycling and micromobility as viable transport options for short trips	Advocate				✔	Completed survey measuring cycling participation by residents Number of programs delivered, social media likes.
Create and maintain a comprehensive wayfinding and signage plan incorporating time to destination and key location information	Provider Partner		✔			Developed wayfinding and signage plan
Deliver the wayfinding and signage plan	Provider Partner				✔	Completed of wayfinding and signage plan
Continue to support the use of innovative cycling and micromobility options	Advocate				✔	Number of innovative pilot projects by City of Darwin and stakeholders

Provider Funder Regulator Partner Facilitator Advocate

Public transport

Public transport is critical for many in the community, particularly youth and seniors, to access health services, education and employment. Darwin currently has the lowest public transport mode share of any Australian capital city, at less than 8 per cent of commuting trips.

The provision of public transport is outside of the City of Darwin's responsibilities, but it remains a crucial component of the network. This Movement Strategy focuses on actions that are within Council's control.

In order to provide quality service, the NTG has set the main goals for the public transport system as: fast, frequent, reliable, accessible and comfortable. NTG are currently delivering programs and services to deliver these goals and City of Darwin has a role to advocate and support the success of these goals.

The diverse locations of residents and employment across Darwin create a challenge for public transport. Development is generally located in three areas: the Darwin Central Business District, Darwin's northern suburbs and the wider suburbs such as Berrimah. Each of these locations is 10-20km from the others, and there are few destinations and little demand along the way.

Key community challenge

The perception from the community is that the existing public transport system is inefficient and unattractive. This attitude towards public transport contributes to the high proportion of commuters who drive to work.

Solution in the spotlight

A free central Darwin shuttle bus service was suggested by the community as a way to encourage people to use public transport. A potential loop bus service is also detailed in the Darwin City Centre Masterplan.

The delivery of a Darwin City Centre shuttle service requires a large degree of coordination between City of Darwin and NTG, identifying potential routes, infrastructure requirements, road upgrades and funding mechanisms.

A potential system would provide coverage around and through the CBD, with frequent service and closely spaced stops to reduce distances. This is good for tourists visiting the city as well as commuters. It provides shelter when the weather is bad, shortens the distance between destinations, and makes parking at the edge of the CBD more attractive.

Actions	City of Darwin's role	Short term	Medium term	Long term	On going	Measures
Advocate for quality public transport infrastructure and environments to make it a more attractive option						
Advocate for enhanced public transport facilities and services into and around Darwin, including: • Ancillary infrastructure guidelines for bus stops • A bus stop, bus queue, and interchange audit and upgrade plan • Establishment of public transport advisory group • The frequency, extent and reliability of services to reflect the desired level of use • Upgrade of buses to renewable fuel sources	Advocate				✔	Number of stakeholder engagement activities

Provider Funder Regulator Partner Facilitator Advocate

Private vehicle

The primary function of Darwin's roads is to move vehicles and freight. The existing road network presents opportunities for a range of future changes in transport. Private vehicles will always have a role in this system – they are time-efficient and flexible, providing households with a variety of destination options. However, private vehicle transport has a range of environmental and health impacts well beyond their emissions.

As such, we can reduce our reliance on private cars by creating a transport network that emphasises a wide range of viable alternative modes, and a safe road environment for all users.

Key community challenge

Community felt there was a current reliance on car travel across the Darwin municipality, and that slower vehicles as well as less traffic would help them walk, ride, skate, or scoot more often.

Solution in the spotlight

The design of streets has a significant impact on how they are used. Narrowing carriageways and integrating trees into road design has been proven to reduce the heat island and speed of vehicles by changing the appearance of the street.

Canopy trees located close to the road create a feeling of enclosure. This changes the driver's perception of speed and has a significant impact on behaviour. In essence, people drive slower on streets with trees. Drivers on slower streets have the capacity to recognise faces, transforming pedestrians, cyclists and other drivers from obstacles to people. This, in turn, changes pedestrian behaviour, making them feel safer around traffic, with positive effects on healthy activity.

To achieve these outcomes requires a review of parking configuration (on-street or in parking bays), the placement of trees, local area traffic management infrastructure, intersection arrangements, and pedestrian and cycling infrastructure, and a pilot program designed in consultation with the local community.

Actions	City of Darwin's role	Short term	Medium term	Long term	On going	Measures
Create a safe, accessible and welcoming street environment for all road users						
Complete an audit which identifies opportunities for the implementation of low volume and low speed streets (including potential for one-way, one-lane streets)	Provider, Facilitator	✔				Completed audit
Pilot low volume and low speed environment streets across Darwin	Provider	✔	✔			Number of piloted low volume and low speed environment streets across Darwin
Create a prioritised low volume and low speed environment street program, incorporating the outcomes of the pilot project	Provider		✔			Developed prioritised low volume and low speed environment street program
Deliver a prioritised low volume and low speed environment street program	Provider		✔	✔		100% completion of prioritised low volume and low speed environment street program
Upgrade local intersections with poor safety records using appropriate designs for the environment	Provider		✔			Number of intersections upgraded
Investigate a shared vehicle model for Darwin such as GoGet, Car Next Door and Popcar.	Provider, Facilitator	✔				A completed comparative feasibility report on available options

Provider Funder Regulator Partner Facilitator Advocate

Parking

Parking is an essential and inherent component of transport and land use. Parking requirements are related to a wide range of characteristics including density, land use, proximity to alternative transport options and location within the broader land use fabric.

On-street parking is provided along most streets in Darwin and is the most flexible and desirable form of parking for vehicle users. It also separates moving traffic from pedestrians, even though a lot of the traffic on these streets, particularly in activity centres, is trying to access parking.

However, there are consequences to a large number of on-street parking bays. It limits opportunities for landscaping, pedestrian paths and cycling infrastructure, and increases the distance between destinations. Parking reduces the viability of other competing modes of travel and the amenity of the street for everyone.

Parking needs vary considerably between land uses and precinct areas, with specific requirements for supply, management and enforcement. Key parking locations across the municipality include:

- Industrial areas;
- Activity centres;
- Primary and secondary schools;
- Recreation facilities;
- Royal Darwin Hospital; and
- Charles Darwin University.

Destinations such as shopping centres, the hospital and university are large busy places that provide parking to staff and visitors. They also present opportunities for non-car travel, either through short-distance trips (shopping/retail, schools and recreation) or longer-distance public transport trips (university and hospital staff).

Some destinations are likely to rely more heavily on private vehicle transport into the future. This includes large-scale commercial/industrial and port activities which are distributed over a large area and lack employment densities that can support viable public transport.

The intention of the Movement Strategy is to ensure that there is enough parking in convenient locations to support local businesses and to enable parking access for people with mobility limitations and those who require special parking consideration. For the Darwin City Centre, this means a long-term trend towards car parks at the periphery, located close to key approach routes and within easy distance of businesses and activities, whilst maintaining a necessary number of on-street car parks and loading bays within the city centre.

This Movement Strategy recognises the necessity of parking, while attempting to reduce the need and desire for it.

Key community challenge

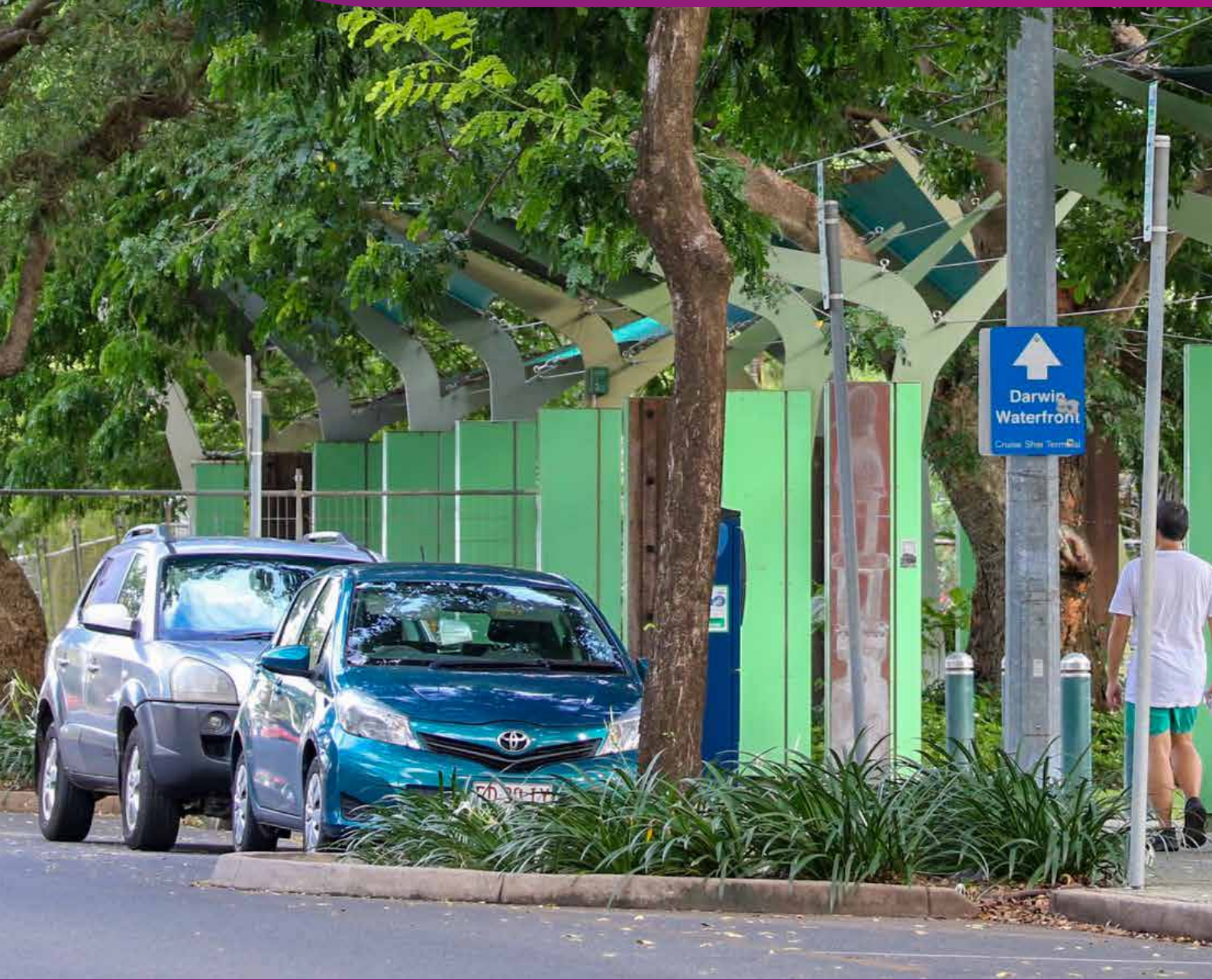
A key concern of the community is the need for more shading in the Darwin City Centre so they can park in the periphery and walk to work.

Solution in the spotlight

Additional shading can be facilitated through the relocation of on-street parking from key central areas to peripheral car parks and combined with true multi-modal initiatives to create a more attractive and liveable city.

Detailed planning and design would be required to investigate opportunities for removal of on-street parking, retaining spaces for purposes such as taxis, pick-up/drop-off, loading and public transport, as required to meet the needs of the adjacent land uses.

The existing on-street parking bays can then be redeveloped into on-street bike lanes, expanded pedestrian walkways, alfresco dining areas, landscaping corridors and street tree plantings. The removal of parking also reduces the volume of traffic using these streets, which may permit a wholesale change to one-lane, one-way traffic movements.



Actions	City of Darwin's role	Short term	Medium term	Long term	On going	Measures
Support sustainable solutions to parking						
Complete an assessment on current and future parking demands in Darwin, including: • On street/off street options • Relocation of on street parking to off street, different zones or to the periphery of activity centres • Business models for parking, including review of annual landowner levy consolidation to ensure equality across parking contributions • A demand responsive pricing mechanism	Provider	✔				Assessment report delivered by 2023
Create a prioritised parking infrastructure and management program, incorporating the outcomes of the assessment	Provider		✔			Developed prioritised parking infrastructure and management program
Undertake prioritised parking infrastructure and management program	Provider		✔	✔		100% completion of prioritised parking infrastructure and management program
Advocate for and collaborate on parking design policies that include increased opportunities for shared parking and communal parking	Advocate Partner				✔	Number of stakeholder engagement activities
Create infrastructure guidelines that allow for adapting parking structures for other uses in the City of Darwin	Provider		✔			Infrastructure Guidelines for City of Darwin delivered

Provider Funder Regulator Partner Facilitator Advocate

Actions	City of Darwin's role	Short term	Medium term	Long term	On going	Measures
Advocate for transparent and supportive parking ratios within the NT Planning Scheme, including for bicycles, micromobility and motorcycles	Advocate	✔				Number of stakeholder engagement activities
Investigate and implement smart parking wayfinding information systems to improve decision making	Provider		✔			Number of systems
Install electric vehicle charging infrastructure on all City of Darwin sites, including off-street parking facilities	Provider		✔			Number of charging stations

Provider Funder Regulator Partner Facilitator Advocate

Integrated land use planning

Aligning transport infrastructure and services with land uses shapes better urban environments. It reduces private vehicle dependency and is a critically important part of reducing transport emissions. The way we plan for land use and transport can increase the number of trips that can be taken by foot, bike and public transport as people go about their daily tasks. It improves access to jobs and services by placing them close to where people live.

The NTG has identified a growth strategy for the Greater Darwin Area, encapsulated in the Darwin Regional Land Use Plan 2015 and further detailed in the Central Darwin Area Plan, Darwin Inner Suburbs Plan and the Darwin Mid Suburbs Plan. These documents identify key locations for change, with objectives related to intensification of mixed-use activity and activity centre vibrancy, and development of key transport corridors to provide efficient and safe multi-modal movement.

Given the limited growth shown in the three Darwin municipality Area Plans, it is likely that a sizeable portion of future residential growth will occur outside of the Darwin municipal boundary. This development pattern, which places residents a significant distance from key employment, retail and recreational destinations, will need a robust public transport service to provide a viable alternative to private vehicle use.

The interactions between land use and transport are strengthened through integrating place planning and behaviour change programs, to maximise access by residents, employees and visitors.

City of Darwin can influence land use outcomes through advocacy and a focus on strategic planning such as a city wide master plan that integrates and plans for future needs. An integrated land use planning approach will also help deliver sustainable transport actions detailed in the Climate Emergency Strategy and the Greening Darwin Strategy.

Our transport system is continually evolving and we need to aim for sustainable infrastructure that considers future population, visitors, and technological advances including electric vehicle and bike charging points, to reduce the overall impact of transport on the environment.

Key community challenge

The community were concerned about safety issues created by conflicts between pedestrians, electric and micromobility devices, cars and freight.

Solution in the spotlight

City of Darwin will investigate how the centralisation of freight distribution at the periphery of activity centres, with internal delivery by sustainable small-format modes can occur within our existing laneways, small streets and path networks, with limited conflict to other priority transport modes.

Darwin's laneways are already a key part of the local art and entertainment scene, but there is an enormous opportunity to bring them to full prominence through development of a Laneway and Small Streets Activation Guide. Improving the facilities and environment of these laneways could foster an engaging nightlife and as the preferred destination for visitors. To do this, laneways need to be vibrant and safe.

These laneways would ultimately form an important part of the pedestrian network by allowing people to cut between major thoroughfares, and also as places in themselves by encouraging small bars, cafés, coffee shops and retail development, and transport changes through clean, high-quality streets, low or no traffic, well-lit pedestrian priority zones.

Lessons learned from previous initiatives, including in Melbourne, highlight the importance of working with the local business community, as well as having a design that supports activity in all kinds of weather.

Actions	City of Darwin's role	Short term	Medium term	Long term	On going	Measures
Embed movement principles across City of Darwin's operations						
Review existing City of Darwin's policies and guidelines to reflect the objectives of the Movement Strategy including consideration of place-based planning and alignment with the Darwin Area Plans	Provider	✔				Policies and guidelines reviewed and updated as required
Deliver sustainable transport actions detailed in the Climate Emergency Strategy and movement related actions in the Greening Darwin Strategy	Provider, Advocate				✔	Completed actions
Create an environment that allows for last-mile freight delivery						
Investigate and advocate for the centralisation of freight distribution at the periphery of the activity centres, with internal delivery by sustainable small-format modes	Facilitator, Advocate				✔	Opportunities for last-mile autonomous and electric cargo bike deliveries considered. Freight hubs reviewed and considered.
Advocate for land use planning changes						
Advocate for increased residential density near activity centres and mixed-use development near key public transport modes	Advocate				✔	Number of stakeholder engagement activities
Advocate for underground power to enable extensive tree planting along green links	Advocate, Partner				✔	Number of stakeholder engagement activities
Advocate for consolidated residential parking and rear-loaded development to reduce crossover density	Advocate				✔	Number of stakeholder engagement activities
Request a variation to the Subdivision Development Guidelines in line with the Movement Strategy.	Advocate				✔	Variation requested

Provider Funder Regulator Partner Facilitator Advocate

Actions	City of Darwin's role	Short term	Medium term	Long term	On going	Measures
Embed Movement Strategy objectives and principles in the planning process						
Advocate for Movement Strategy objectives and principles through the land planning process					✓	Number of stakeholder engagement
Investigate a Digital Twin for Darwin to test strategic planning opportunities			✓			
Consider opening streets for activity						
Complete an audit which identifies opportunities for the implementation of al fresco dining, art installations, rest areas, landscaping, information bays and fee structures		✓				Completed audit
Pilot laneway and small streets projects across Darwin		✓	✓			Number of piloted projects across Darwin
Create a Laneway and Small Streets Activation Guide, incorporating the outcomes of the pilot projects			✓			Developed prioritised Small Streets and Parklets Activation Plan
Undertake prioritised laneway and small streets projects			✓	✓		100% completion of prioritised Small Streets and Parklets Activation Plan
Support healthy travel behaviour						
Continue to fund and deliver education, encouragement and evaluation programs					✓	Number of programs delivered

Provider Funder Regulator Partner Facilitator Advocate

Glossary

Accessibility refers to whether infrastructure and services can be used by everyone.

Active transport commonly refers to walking and cycling, but other modes include skateboarding, running and other modes that rely on human power for propulsion.

Micromobility refers to a range of small, lightweight vehicles operating at speeds typically between 10km/hr and 30km/hr and driven by users personally. Micromobility devices include bicycles, e-bikes, gophers, electric scooters, electric skateboards, and shared bicycles.

Parklets are mini public and outdoor dining spaces, usually installed in a car space, providing benefits to the community, businesses and the amenity of the street. Parklets are generally of a temporary nature.

Shared paths are a form of infrastructure that supports multiple recreation and transportation opportunities, such as walking, cycling, micromobility, and wheelchair use. Motorcycles, mopeds and other high-speed vehicles are prohibited.

Small Streets and Laneways are the smaller spaces in the city, adding to the city's detail and interest and fine-grained network, and provide convenient connections to the greater pedestrian network of the city. They are generally low-speed environments, often with cars, people and on-street activities like outdoor dining in a shared space.

CITY OF DARWIN

Harry Chan Avenue
GPO Box 84 Darwin NT 0801
For enquiries phone us from 8am – 5pm on 8930 0300
darwin@darwin.nt.gov.au

darwin.nt.gov.au