



A scenic view of a park. In the foreground, a green wooden bench sits on a grassy area next to a paved path. To the right, a rustic fence made of wooden posts is visible. The middle ground features a large, dark tree trunk and a cluster of palm-like trees. In the background, a white monument stands on a grassy field, and a residential area with houses is visible on a hillside under a clear blue sky.

6.0 TRAFFIC ACCESS AND MOVEMENT

6.1 Regional and local road network

The Tweed Coast Road is key movement corridor and collector road for this part of the subregion. The Tweed Coast Road provides direct access onto the Pacific Highway, north to Tweed Heads and beyond to the Gold Coast where many of the local residents commute each day to work. The stretch of Tweed Coast Road between the intersection with the Pacific Highway to Cabarita is planned to be widened to four lanes in the future as part of the Tweed Road Development Strategy. The other collector roads within the locality include existing Wommin Bay Road which connects through to Chinderah Bay Drive, Cudgen Road which forms the primary 'entry' into Kingscliff and Casuarina Way which links up the settlements of casuarina, Seaside and Salt. The general road network has been illustrated in Figure 6.1.

Despite the relatively good proximity to the highway, there is only one point of access between Tweed Coast Road and Kingscliff township via the Cudgen intersection. To improve the connector options into the township from Tweed Coast Road, an extension to Turnock Street intersecting with Tweed Coast Road near the Altona Road intersection has been included within the Tweed Road Development Strategy. The timing and alignment of this new collector road will be dependent on the development of the West Kingscliff precinct in consideration of traffic generation from these release areas as well as the resolution of the environmental and flooding constraints.

To the south, Casuarina Way connects to the Tweed Coast Road at Casuarina Town Centre. It connects south Kingscliff across Cudgen Creek to Sutherland Street. This traffic can then enter the town centre at Pearl St/Moss St or use the local access streets (Viking st and McPhail Ave) to connect with Cudgen Rd and the Tweed Coast Road beyond.

6.1.1 Tweed Road Development Strategy – 2007 & 2017

The Tweed Road Development Strategy – 2007 (Veitch Lister Consulting (VLC), 2007) examines:

- The traffic studies which have defined the Tweed Shire's long term road improvement strategy.
- The principles, mechanisms and assumptions underlying the schedules of contributions contained in the Tweed Shire Council contributions plan.

The document suggests an ultimate development scenario based on zoned land and likely development options including detailed additions and improvements to the road network for West Tweed Heads, Banora Point, the Tweed Coast and Murwillumbah. It uses a consumption based model and generic road costs to generate the cost of accommodating anticipated development and how this might be shared among development in different locality's.

The Tweed Road Development Strategy (TRDS) was reviewed in 2017. This review took into consideration traffic movement impacts on the local road network based on staged greenfield development sites. The revised traffic modelling indicated that in specific relation to the Kingscliff locality, the existing and planned expansion of the road network within the immediate area meets an acceptable traffic flow and amenity level in consideration of current and future population forecasts. The traffic modelling took into account:

- Future four laning of Tweed Coast Road north to the Pacific Highway;
- Turnock Street extension to Tweed Coast Road;
- Future connection between Elrond Drive and Sands Street;
- Additional east-west road connection across the Business and Innovation Precinct.

Tweed Valley Hospital

Traffic associated with the TVH was considered as part of the State Significant Development Application (SSD). As part of that process the TRDS model was used to review the effect of increased traffic movements on the local and regional road network. The TVH traffic modelling review found that the existing road network with proposed road network upgrades will be able to adequately accommodate increased vehicle movements. The proposed road upgrades to accommodate increased traffic movements associated with both the TVH and new greenfield development sites include new intersection works at the Tweed Coast Road and Cudgen Road intersection to deal with addition TVH movements, the Turnock Street extension through to TCR, and a new north south connection between Elrond Drive and Sand Street.

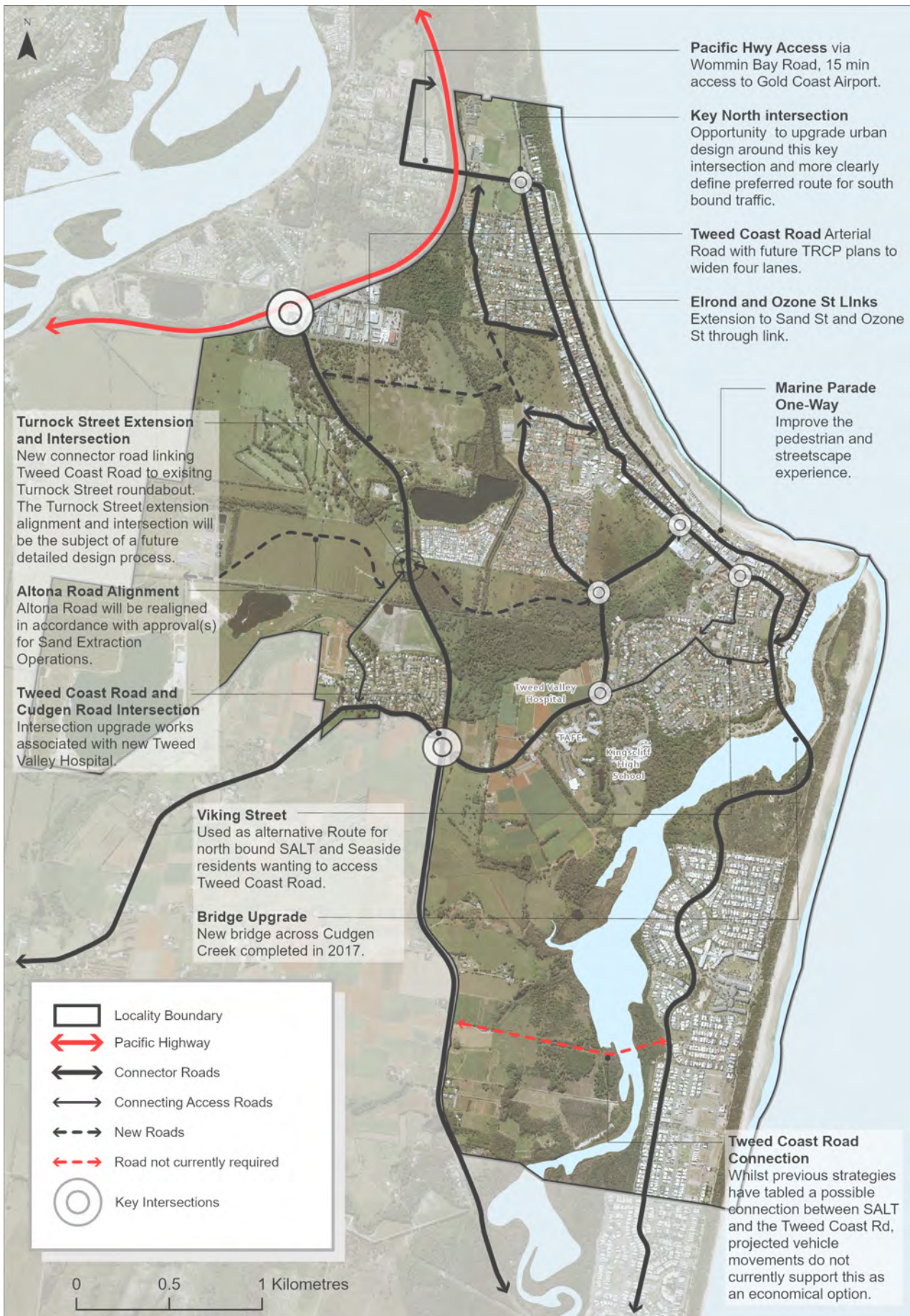


Figure 6.1 Kingscliff locality road network

6.1.2 Regional and local road network issues

Traffic and car parking issues were the most frequent comments made during the initial stages of the community consultation including the community vision survey and the community workshop. Other issues relating to the existing local network of roads which was raised during various community consultation sessions includes:

- Increased traffic movements and car parking on local streets associated with the new Tweed Valley Hospital.
- Increased traffic movements by Salt and Seaside residents along Viking Street to access Tweed Coast Road and avoid moving through Pearl Street during school drop off and pick up hours.
- Perceived dangerous five ways intersection on Pearl Street and traffic congestion issues, particularly along Pearl Street around St Anthony's Primary School.
- Mixed feelings regarding Marine Parade one-way system between support of the new configuration to very strong views to either reverse the direction, revert to the two way configuration .

Despite these noted perceptions of traffic congestion issues and safety the TRDS (2017) indicated that the existing and planned expansion of the road network within the immediate area meetings an acceptable traffic flow and amenity level in consideration of current and future population forecasts. This includes increased traffic movements that will be associated with the new Tweed Valley Hospital.

Notwithstanding the development scenario testing within the TRDS, there will be an ongoing need to review each of the greenfield development proposals, including land use type and yield generation, against potential traffic impact on the local and regional road network. This will ensure a testing and review of planned traffic and road movement strategies against staged growth. Specific traffic and car parking studies will be required as part of any future masterplanning, planning proposal and or subdivision development applications. These studies would be appraised in the context of the Tweed Road Development Strategy and traffic modelling scenarios.

Other issues to be resolved include the alignment of Turnock Street extension west to a new intersection with Tweed Coast Road. This alignment will largely be determined by the review of the existing vegetation community in terms of its ecological value along with the optimum urban structure configuration for the residential release areas of West Kingscliff. A preferred alignment is illustrated in Part B: Precinct Plans: West Kingscliff: Figure 8.27. There is also a portion of the Tweed Coast Road (Connector) is below the Q100 flood level and will need to be raised by over 2m to be above flood level (RL3.2). This would need to be raised as part of any future staged residential development within the Altona Road and West Kingscliff areas.

6.1.3 Regional and local road network opportunities

The masterplanning process of greenfield development sites presents an opportunity to progressively implement and leverage road network improvements commensurate with staged urban growth. This masterplanning process will not only identify the timing and alignment of staged road network improvements but provide opportunity to interrogate design outcomes. This will be particular important with regards to the Turnock Street extension which will in effect provide a new primary entry route into Kingscliff. In this regard the overlay of urban design and landscape design principles to ensure a high level of amenity is coupled with engineering requirements. This will include the provision of a dedicated cycle and pedestrian pathway along its length and the inclusion of landscape and street tree planting.

Whilst the TRDS provides the higher level direction with regards to road network improvements, there will be an ongoing need for greenfield development sites to provide a more detailed analysis of the traffic and road hierarchy implications. This will include working with key developments and development sites to leverage local road improvements. One example is the Tweed Valley Hospital. Apart from the required intersection upgrade works there will be ongoing and more detailed liaison with NSW Health Infrastructure regarding bus shelter upgrades, pathway improvement works, streetscape improvements and potentially a local car parking strategy which will be required in association with the hospitals development and ongoing operation.

6.1.4 Road and local road network strategies

1. Undertake a Kingscliff Traffic and Car Parking Strategy in the context of the developing a holistic masterplan over all greenfield development sites, to determine optimum future traffic movement and car parking needs both locality wide and more specifically within the town centre. The Kingscliff Traffic and Car Parking Strategy should include:
 - Collection of traffic movement and car parking data to understand traffic flows during the course of a year encapsulating on and off season data to be compared with empirical data collected to date.
 - Review the TRCP in accordance with revised population projections and densities within new release areas including the need for four lane Tweed Coast Road between the Pacific Highway and Cabarita.
 - Investigate the need based on population thresholds within the Salt and Seaside precincts, for a long-term option of constructing a new east-west road across Cudgen Creek connecting Casuarina Way with the Tweed Coast Road.
 - Investigate measures to improving traffic design and amenity of the five ways intersection including improved intersection grade, sight lines and improved round about design.
 - Investigate congestion issues and traffic/pedestrian safety around Pearl Street during school pick up and drop off times which will require co-ordination with St Anthony's Primary School.
2. Continue to liaise with NSW Health Infrastructure regarding required local road and intersection upgrade works and car parking associated with the development of the new Tweed Valley Hospital.
3. Land developer in co-ordination with Council to instigate design for the Turnock Street extension in terms of preferred alignment and finished levels, desired future character as a key gateway connector to Kingscliff Town Centre. This includes the desired carriage width, the inclusion of a dedicated cycle way, the type of desired road side car parking (especially between Turnock St roundabout and Pearl Street), the inclusion of landscaping and street tree planting and other visual amenity elements. The alignment is to be generally inaccordance with KLP Precinct Plan: West Kingscliff - Figure 8.27.
4. Land developer to instigate the alignment and design for the north-south road link between Elrond and Ozone Street as part of any future rezoning/subdivision design process in coordination with Council.
5. Land developer to instigate alignment and design for the flood evacuation east-west road link across the Business and Innovation Precinct as part of any future rezoning/subdivision design process in coordination with Council.

6.1.5 One-way Marine Parade

Significant interest was raised during the initial stages of the community consultation (2016) which provided a varied response to the relatively new Marine Parade one-way system ranging from those who support the one-way proposal, those that would rather see Marine Parade reverted to a two-way system as well as those who would rather the Marine Parade between Turnock Street and the Figtree be pedestrianised.

Whilst the works to create the one way system are relatively new, the proposal for the one-way system was first instigated in 1995 when Council's traffic committee received a submission from the NSW Police recommending the road to be made one way southbound on traffic and pedestrian safety grounds. In 2001 the Kingscliff Ratepayers association in 2001 submitted a request to Council for Marine Parade to be made one-way to increase car parking opportunity within the town centre. This idea was then resurrected in 2012 when the Kingscliff Chamber of Commerce requested the same.

In response to these requests and the need to provide additional car parking within the town centre, in 2012 Council embarked on a preliminary design and consultation stages which sought to:

- Make Marine Parade one-way for south-bound traffic.
- Provide additional 36 car parking spaces (plus 2 accessible, 1 police, loading bay, 3 motorbike).
- Realign the road to discourage speeding.
- Beautify the street with tree planting in the pedestrian walkways and islands.

The direction of the Marine Parade one-way system was chosen due to the longer-term strategy for traffic flows which incorporates within a new arterial road linking the Tweed Coast Road with Turnock Street when the proposed development in West Kingscliff goes ahead. This would provide more direct access into Kingscliff and is expected to be the town's main gateway.

The one way scheme was exhibited and consulted upon between April 2012 and June 2012 including a community meeting, circulated fact sheets and direct consultations with business owners and town centre users. The scheme generally received support, and Council resolved to adopt the scheme and commenced construction in January 2013 completing works by April 2013.

6.1.6 One-way Marine Parade issues

Since the commencement of the one-way system Council has continued to monitor traffic usage in and around the town centre recording a 10% increase in the usage of Pearl Street rather than Marine Parade, reducing traffic flows, reducing speed and improving safety. Since its inception, Council has received mixed feedback on the successes and impacts of the scheme. Some feedback suggests an improvement in the availability of convenient car parking along Marine Parade and general improvement in traffic/pedestrian safety. Other feedback suggests the direction of the system needs to be reversed allowing north travelling residents (from southern residential estates) to more easily park in the street.

6.1.7 One-way Marine Parade opportunities

Results of the community vision survey suggest that whilst there is a perceived traffic and car parking issue in Kingscliff, the need to improve the overall pedestrian amenity, particularly along Marine Parade and Pearl Street featured strongly.

One of the key opportunities within this precinct is to revisit the streetscape and urban design elements by increasing the width of the pedestrian footpath along the western side of Marine Parade allowing more substantial opportunity for landscaping, public domain and outdoor dining. Additional landscape works along Marine Parade would improve the visual and pedestrian amenity and reduce the 'having a coffee in a carpark' feel which many residents have expressed. The improved pedestrian amenity of this area will further assert the recreation retail, food and beverage niche of the area and make a more seamless transition between Marine Parade and Rowan Robinson Park in terms of pedestrian flow and landscape. These additional streetscape works would however result in the loss of approximately six reverse parking car spaces which would need to be offset somewhere else within the town centre.

6.1.8 One-way Marine Parade strategy

1. Continue to monitor the traffic movements within the Kingscliff Town Centre (particularly Marine Parade and Pearl Street) to understand traffic flows during the course of a year encapsulating on and off season data to be compared with quantitative and qualitative data collected to date.
2. Undertake a streetscaping and public domain concept plan along Marine Parade and Pearl Street which seeks to improve the overall pedestrian and visual amenity. This would include the removal of car spaces on the western side of Marine Parade to enable a widened footpath to achieve an improved landscape and urban design outcome.



Marine Parade (existing) – Although Marine Parade has resulted in an additional 41 car spaces and reduced traffic speed, community consultation has identified the need to improve public domain amenity as part of future streetscape improvement works.



Marine Parade (concept) – There is opportunity for an additional future stage to improve the pedestrian amenity by increasing the width of the western footpath and providing for additional street tree planting and landscaped areas. This would also include additional street furniture, lighting and dine out opportunities.

6.2 Car parking

6.2.1 Existing need and supply

Car parking within Kingscliff Town centre is represented in Figure 5.2 and Table 5.3 and takes a number of different forms including:

- Off street parking at Kingscliff Shopping Village.
- Off street public car parking along Marine Parade.
- On street parking throughout the town centre.
- Basement car parking (public and private spaces).
- Back of house private business and resident parking.

One of the key ongoing community and business complaints is the perceived lack of car parking available within the town centre. To understand the availability of existing car parking spaces within the town centre, an informal car park survey was conducted on a work day during summer (10 December 2015 between 10am – 12pm). The results have been tabulated below, with car parking areas corresponding to Figure 6.2. Given these tabulations are based on only a single day survey, the results can only be used as observations as a prelude to a more detailed traffic and car parking study being undertaken. A further car parking survey and analysis was undertaken in 2016 as part of a university research project which looked at a number of locality's including Tweed Heads, Murwillumbah and Kingscliff.

Kingscliff Town Centre car parking				
Town Centre	No.	Parking	Number	Vacant at count
North Town Centre	1	Bowls Club	159	109 (68%)
	2	On-street	34	18 (53%)
	3	On-street	82	30 (36.5%)
Town Centre core	4	Kingscliff Shopping Centre	361	106 (29%)
	5	Pearl Street (on-street)	50	42 (84%)
	6	Kingscliff Pub	52	18 (35%)
	7	Back-of-house	48	20 (42%)
	8	Marine Parade (on-street)	42	7 (17%)
	9	Marine Parade car park	54	31 (57%)
	10	Basement	95	35 (37%)
South Town Centre	11	SLSC	45	1 (2%)
	12	South Car park	93	5 (5%)
	13	South Marine Parade (on-street)	14	0 (0%)
	14	South Back of House	14	8 (57%)
	15	Cinema basement	55	30(55%)
Faulks Park	16	Faulks Park	33	14 (42%)
	17	VMR	34	25 (74%)
	18	Boat Ramp (trailer spaces)	11	9 (82%)
	19	On-street	52	42 (80.7%)
Total			1328	550 (41%)



Town centre precinct

Investigate opportunity to designate some car spaces for town centre staff all day parking.

Multi-storey car park

Opportunity to integrate multi-deck/part basement car park as part of future development scheme.

Time limit

Opportunity to revisit town centre time limits especially south Marine Parade/beach car parking spaces to discourage all day town centre staff parking.

Connectivity and back-of-house

Opportunity to rationalise and group back of house parking reducing access points onto Pearl Street. Investigate opportunity to cross utilise Kingscliff Hotel car parking.

Creek and beach parking

Investigate additional future staged car parking opportunities to meet the need of a growing regional residential and tourist population.

Creek and beach parking

Opportunity to utilise old coast road alignment for additional car parking servicing south Kingscliff Beach.

Salt Precinct parking

Currently has 250 spaces servicing retail, commercial and recreation uses including beach access.

Figure 6.2 Kingscliff car parking opportunity

Out of town centre parking				
North Kingscliff Precinct	No.	Parking	Number	Vacant at count
Coastal Reserve – Marine Parade/Beach Street	20	Off street	47	35 (74%)
Coastal Reserve – Marine Parade/Terrace Street	21	Off street	43	39 (91%)
Total			90	74 (82%)

Out of town centre parking				
Precinct	No.	Parking	Number	Vacant at count
Library/Area Health/MOW	22	Off street	38	12 (32%)
Salt Precinct	23	On street	200 tbc	–
Rotary Park	23	Informal	200 tbc	–
Rotary Park South	24	Informal	100 tbc	–
Cudgen Creek	25	Informal	50 tbc	–
Cudgen Creek	26	Informal	50 tbc	–
Cudgen Creek	27	Informal	30 tbc	–
Total			718	

The above tabulations indicated that during the time of the survey, of the **total availability of 1,456 spaces** within the surveyed area indicated there was an overall occupancy rate of 63% or 37% of car spaces vacant. Within the immediate town centre core defined within Marine Parade, Pearl Street and Turnock Street (Kingscliff Shopping Village) of the total 702 car spaces there were 259 spaces available with 443 cars parked.

The south town centre precinct highest car parking occupancy rates largely attributed to proximity to the roundabout, central location to the town centre, SLSC and beach. There is also anecdotal evidence that due to the lack of a time limit, this car park is predominantly used for staff car parking.

Also of note during the survey was the availability of 109 vacant spaces out of a total of 159 available spaces at the Kingscliff Beach Bowls Club which is less than 200 m from Marine Parade. The beachside car park directly adjoining the bowls club is a Council owned car park utilised mainly by Bowls Club visitors and surfers. Given the high vacancy rate and close proximity to the town centre, this car park could be promoted for all day free staff car parking which would free up the availability of car parking within the town centre core.

6.2.2 Car parking need

The provision of car parking and site access is currently controlled under DCP A2 – Site Access and Parking Code. DCP A2 provides car parking rate requirements for various development types with some land uses, such as food and beverage use generating the need for more car parking spaces as others including office space.

Applying the car parking rates within DCP Part A2 is useful in undertaking a car parking needs analysis based on current retail and commercial gross floor areas. Despite not having a specific breakdown of actual business types (which generate different car parking rates) an averaged car parking rate can be applied to give a base threshold or range of the likely car parking required to service that retail and commercial land use need. The following table uses the higher base car parking rate applied to the existing amount of floor area within the town centre being 27,800 sqm as derived from section 02 of this report.

Kingscliff Town Centre car parking need				
Town retail and commercial use sqm	Average car parking rate	Car spaces required	Staff car parking	Total
	3.5/100 sqm ²		1/100 sqm ³	
27,800 sqm¹	3.5	973	278	1,251 spaces

1 Using the base existing retail floor area of 28,800 sqm as described in section 2 of this report.

2 Using the average car parking rate for retail and commercial uses.

3 Assuming a higher rate of the shop as average.

Based on a desktop needs analysis by applying policy requirements to existing floor areas, there is a need for approximately 1,251 car spaces within the Kingscliff town centre. Within the same study area there is currently 702 car spaces available within either an off street, on-street or basement format. This would indicate a shortfall of 549 car spaces available within the town centre of what would typically be required by the car parking DCP. It is interesting to note the comparison between the amount of cars parked on the day of the survey (443) against the likely averaged number of car parks required by policy (1,251).

This general observation would however need to be confirmed by a more detailed robust traffic and car parking study which investigates the pattern of car parking and town centre movement at different times of the day and potentially at different times of the year (holiday season – out side of holiday season) against likely locality based population increases. This could also identify the parking behaviours of various town centre users (customers/staff) to understand how far users are prepared to walk to their desired destination after parking. The more detail study could also recommend strategies to firstly reduce the number of car movements to and within the town centre but also improve the future traffic movement and car parking regimes.

6.2.3 Car parking issues

Car parking combined with traffic management issues were the most frequent comments made during various stages of the community consultation including the community vision survey and the community workshop and more recently in the context of the new Tweed Valley Hospital. Many respondents cited recent additional car parking within Marine Parade as being insufficient and that the Kingscliff Shopping Village required a redesign to improve access, car parking and traffic management issues. No parking issues were raised relating to areas outside of the Kingscliff Town Centre.

In relation to the Tweed Valley Hospital, community feedback raises concern that in the event of paid hospital car parking local roads within vicinity of the hospital will be significantly impacted.

In addition to the site survey outlined in Section 6.2.1, a further car parking survey and analysis was undertaken in 2016 which looked at a number of locality's including Tweed Heads, Murwillumbah and Kingscliff. The findings of the survey and analysis relating to Kingscliff indicated that:

- Parking demand in Kingscliff varies significantly between weekdays and weekends.
- On weekdays, high demand centres on the shopping village car park (85%) with moderate demand along Marine Parade. However on weekends, parking demand shifts away from the retail precinct to the Marine Parade foreshore car parks at the Caravan Park (87%), the Surf Club (85%) and the Boat Ramp (100%).
- Survey results confirm that while areas of Kingscliff experience high demand, there is low to moderate demand in parking precincts within a reasonable walking distance (up to 150m).
- Observations of underground car parking within the two multi-use developments showed under-utilisation (35%) despite their proximity to other high demand locations. This indicates low awareness of the public of the availability of customer parking in commercial developments.
- School holidays did not result in significant changes to parking demands, however the Easter Saturday saw very high demand in most precincts (90-100%), especially the Boat Ramp which saw almost as many cars parking on road verges and open space areas as in formed parking spaces.
- Areas such as the boat ramp see very large changes in demand from weekdays (low) to weekends and holidays (very high). It is generally not practical to supply parking infrastructure to meet these high demand times, as it will sit unused for the majority of the time. The boat ramp area currently self-regulates to the satisfaction of the asset owner (Recreation Services).

In summary the study indicated that whilst there was on the whole sufficient car parking to meet user need, users had to likely walk further between the car space and destination. This car park to destination distance and at times lack of convenience parking likely contributes to the perceived lack of car parking. The perception of lack of car parking is based on exiting parking behaviour. Anecdotally community comments collected during consultation revealed that if a car park wasn't available right out front or within immediate proximity of a particular business the respondent would rather not stop or seek out an alternative but sometimes would drive around until a more convenient space became available. As such, there is an inherent reluctance or ingrained car parking behaviour to park a bit further away and walk to the desired destination.

Community feedback indicated that many staff occupy the more centrally and conveniently located car parking spaces due to the lack of restrictions and convenient location to the workplace. Even in restricted car parking areas staff members would tend to hop from one space to another to avoid receiving a parking infringement.

Challenging parking behaviour including the desire to park right out the front is difficult to control or manage within the scope of a locality plan and Development control plan. Strategies can be put in place which identifies more clearly the availability of centrally located car parking spaces, such as within existing basements. Measures could also be put in place to encourage staff to park in peripheral locations rather than occupy more centrally located spaces which should be reserved for customers.

Streetscape works along Marine Parade in 2013 increased the amount of on street parking by approximately 41 spaces. Given the significant opportunity of the town centre to grow particularly along Turnock Street, car parking, pedestrian access and landscaping will need to be carefully considered to balance practical movement and access function with town centre amenity. There is opportunity to identify small peripheral pocket car parking areas which take up less site area but provide different accessibility opportunities based around key town centre destinations. This is likely to be located within the Turnock Street precinct adjoining the town centre to the immediate west.

External development pressures are also likely to place additional car parking and traffic pressure. For example, it is likely that the future development of the Tweed Valley Hospital, Kings Forest combined with the infill developments within Casuarina are likely to place additional pressure on parking within both the town centre as well as the natural recreation areas of the Creek and various beach access points. The Tweed Coast Strategy B9 currently requires 300 spaces per kilometre. Whilst the nature of this pressure is difficult to quantify, there is a need to anticipate this future growing requirement and make adequate provision for additional car parks within strategic locations for staged increases.

In consideration of the above, one of the key issues for the future management of traffic and car parking is the lack of a holistic car parking and traffic strategy relating to the Kingscliff Town Centre, Tweed Valley Hospital, open space, coastal and creek areas. A car parking strategy which models different development densities (low, medium, high) is required to generate projected car parking requirements to understand potential under supply thresholds and preferred future car parking locations.

In relation to the Tweed Valley Hospital at the time of writing a the stage-two SSD is seeking approval for over 1500 on site car parking spaces, including multi-deck, at-grade and short-term parking facilities. Previous NSW Health Infrastructure commitments have indicated that the car park on site would not be charged, however a number of different options were being considered around imposing time restrictions.



Marine Parade - Available car parking has a combination of nose-in and 'off street' parking totalling 96 spaces.



Marine Parade - Users have expressed frustration in reverse parking into western side spaces and need to 'drive all the way around the block' until a space becomes available in the car park.



Kingscliff Village Shopping Centre - Opportunity to accommodate a multi-deck and basement car park as part of a future staged redevelopment strategy in partnership with Council.



Pearl Street - A primary collector road through Kingscliff Town Centre has the opportunity to rationalise back of house parking and access points onto Pearl Street. Existing basement car parking is largely under utilised.

6.2.4 Car parking opportunities

One of the key opportunities, in the context of masterplanning processes over greenfield development land, is to undertake a Kingscliff Traffic and Car Parking Strategy. The objectives of the strategy would:

- To determine the existing car parking availability and usage to determine if there is an under or over supply of car spaces within the town centre based on existing scenarios with surveys undertaken at different times of the day and different times of the year and a future scenario which takes into account a greater degree of infill and greenfield development.
- To understand traffic impacts from the Tweed Valley Hospital on surrounding local roads and devise actions to mitigate.
- To maximise the shared use of parking spaces within the Town Centre, and so minimise the public and private cost of parking provision.
- To review the rates applicable under DCP A2 based on an assessment of supply and demand for parking so as to give certainty to landowners seeking to develop their land.
- To ensure that car parking for development of land in the Town Centre is provided in an equitable manner for both current and future premises, with the direction given to the way in which parking is to be provided in different precincts.
- To ensure that parking on private and public land within the Town Centre is located and designed in a coordinated manner, and is consistent with strategies for preferred development patterns.
- To cater for a supply of new parking that balances the need for parking to meet demand from new commercial development in peak holiday periods and the quieter off-peak seasons, maintaining existing spare parking capacity to cater for the peak periods.
- To ensure that management strategies are devised to maximise the availability of short term parking close to retail facilities, and caters for long term parking for staff.
- To consider appropriate locations for loading bays, taxi parking and coach parking.

In addition to the development of a car parking strategy, there are a number of key short term and longer term car parking opportunities which can be explored in the context of improving car parking and traffic management particularly in and around the town centre.

Some of those **short term** opportunities include:

- The need to encourage public and active transportation options to reduce traffic movements within the town centre. This includes the improved opportunity for bicycle parking and amenity within the town centre to encourage more cycling rather than driving.
- Option for 3 hour time limit in SLSC/south town car park to free up car park and restrict all day parking currently largely utilised by town centre workers/staff.
- Instigate a business owners and staff car parking ticket allocating all day parking outside of the immediate Marine Parade and Pearl Street area freeing up availability of car parking for customers. The ocean front car park adjoining the bowls club might be one suitable location.
- Implement an Events Car Parking Management Policy during festival and event times to provide information on parking locations including all day car parking at more peripheral locations serviced by shuttle buses freeing up town centre spaces for customers.
- Improve signposting and information identifying existing car parking opportunities including the existing basements which are currently under utilised.
- Opportunity for small shuttle bus services (bowls club, leagues club, SLSC club buses during the day) doing a 'hail and ride' town centre to residential estate loops reducing the need for private vehicle movements to the town centre.

Some of the **longer term** opportunities include:

- Pursue the development of a multi-storey car park and part basement over the Kingscliff Shopping Village site as part of the sites future redevelopment.
- Increased pedestrian connections between Kingscliff Shopping Centre and Marine Parade. Park once, then walk everywhere thereafter.
- Identify strategic locations suitable for staged car park expansion to meet future needs. This may include a new car park on the northern side of Turnock Street and another pocket car park north of the bowls club adjoining a youth recreation precinct area and beach access. The site for a new public car park must be capable of being connected to the town centre by pedestrian pathways.

6.2.5 Car parking strategies

1. Undertake a Kingscliff Car Parking Strategy to determine existing and future car parking needs within the town centre, within proximity for the Tweed Valley Hospital and open space recreation areas including the beach and estuary.
2. Continue to consult with the Kingscliff Shopping Village regarding potential expansion of commercial and public car parking on the site. This should include review of Developer Contribution Plan No.23 - Offsite Parking to consider this site in the future works program. One option is to pursue the inclusion of a multi-storey car park and part basement over the Kingscliff Shopping Village site as part of the sites future redevelopment.
3. Make provision for newly identified car parking requirements through a reviewed s.7.11 contribution car parking schemes which providing alternatives for developers to make contributions towards more centrally located and accessible car parking spaces.
4. Audit commercial sites in Marine Parade and Pearl Street for the provision of on-site staff and customer parking spaces in accordance with their development approvals, including any impediments to customers' usage such as gates or lack of signage.
5. Review a business owners and staff car parking arrangements to identify and utilise on-site parking opportunities where they exist and allocate all day parking for staff outside of the immediate Marine Parade and Pearl Street area freeing up availability of car parking for customers.



Ferry Road markets provides centralised car spaces around the perimeter of retail frontages and combines generous shaded pedestrian circulation paths and landscaping to break up the hardstand.



A green art wall to a multi-level car park could be explored over the Kingscliff Village Shopping Centre site.

6.3 Public transportation

Public transport provides cost effective transport while also reducing traffic congestion and the associated impacts on air quality and environmental amenity. Perhaps most importantly within the Kingscliff demographic context with a higher proportion of elderly and younger persons, it is an invaluable mode of transport for those people who have no other alternative means of travel.

6.3.1 Bus services

Bus service routes and bus stops are illustrated in Figure 6.3. Bus services are provided by Surfside bus lines of the Gold Coast. There are also local school bus routes servicing Kingscliff Public School, St Anthony's Primary School, Kingscliff High School and other schools outside of the locality.

Presently, there are three bus routes that service the locality: Kingscliff – Robina, Southport – Kingscliff and Tweed Heads – Pottsville. The Kingscliff – Robina route provides the 'Trainlink' service to Robina train station on the Gold Coast and therefore provides a direct link to the Brisbane/Gold Coast heavy rail system (Queensland Rail). Kingscliff is the terminus of the bus route from Southport at the northern end of the Gold Coast.

The Tweed Heads – Pottsville bus route passes through Kingscliff and is the main service for the Tweed Coast. It is envisaged that this bus route will eventually be modified or supplemented by an additional bus route to service the rapidly developing South Kingscliff locality. Kings Forest, when developed, will likely require the provision of a new bus service linked to Kingscliff.

It is essential that public transport services are expanded and in place as residential areas are developed. It is preferable that route development keeps pace with land release. Therefore it is important that the provision of new services be planned through early consultation with the service provider(s) which includes ensuring adequate road carriage widths and well located bus stops within the structure planning phases.

6.3.2 Public transport strategies

Public transport in the Kingscliff district is limited to buses and taxis only. There are no current proposals to provide heavy or light rail connections to the district.

The future provision of public transportation has been previously addressed within the Tweed Public Transport Strategy. However given the proximity to the Queensland Border, and the daily movement of respective residents across the border for employment, education, retail and recreational purposes it is also important to consider the findings of the Gold Coast Transport Strategy 2031. Both strategies and their findings are considered below.

Tweed Public Transport Strategy

The Tweed Public Transport Strategy undertaken and adopted in 2011 aimed to establish a preferred strategic transport direction for Tweed Shire that is achievable in terms of sustainability, cost and population, and to support integration with public transport modes proposed or existing within the Gold Coast City Council and South East Queensland areas.

Public transport mode options considered within the Public Transport Strategy included heavy rail, light rail, bus ways, bus lanes and combinations of these modes.

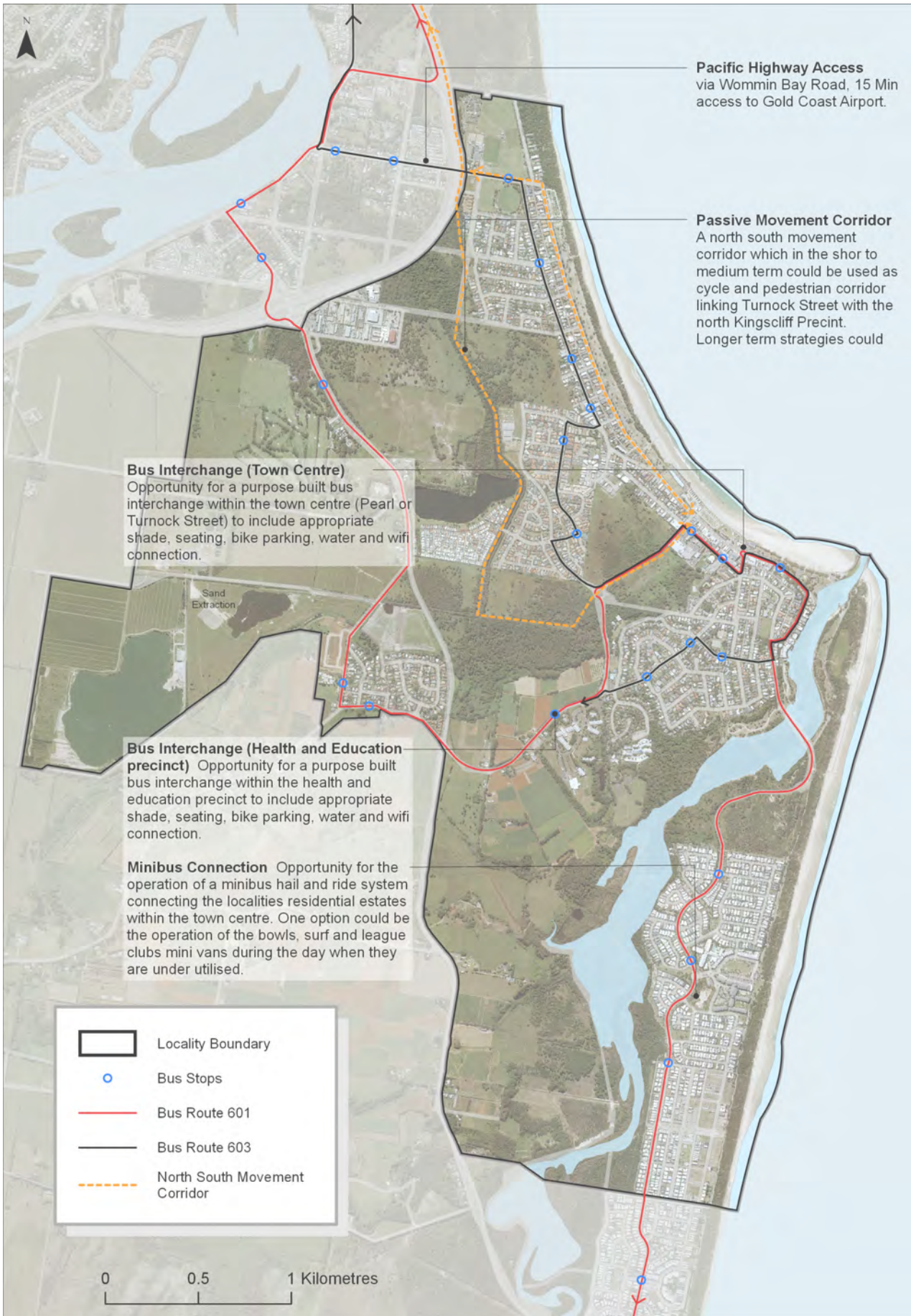


Figure 6.3 Kingscliff bus routes and stops

The Strategy found that an analysis of the available public transport modes indicates that a rapid transit corridor bus system is the optimal rapid transport mode for Tweed Shire because of the Shire's relatively low current and future population and its dispersed patterns of development. In doing so the adopted strategies include:

1. Request the NSW Government to integrate the bus services in Tweed Shire into the Queensland 'Trans Link' transportation system.
2. Develop a Rapid Bus Transit Corridor Plan from Gold Coast Airport Transport Hub to Pottsville through the coastal villages with links to Murwillumbah.
3. Request the NSW Government Ministry of Transport to advise on progress on The Cross Border Transport Taskforce Report 2009 recommendations.
4. Due to uncertainty that it will ever be constructed, Council will not rely on a heavy rail link from Coolangatta to Yelgun in a medium to long term Tweed Shire Public Transport Strategy.
5. Council will not include the southerly extension of light rail south of the Coolangatta Airport Hub in any medium/long term Tweed Shire Public Transport Strategy.

Gold Coast Public Transport Strategy 2031

The Gold Coast City Transport Strategy 2031 is Gold Coast City Council's blueprint for the city's transport network over the next 20 years. The intent of the whole of city strategy is to provide a balanced transport system which aims to better manage road space, eliminate bottlenecks, invest in cycling and walking, extend the light rail network, improve bus services and extend the capacity of the heavy railway.

Of particular cross-border relevance are the following strategies:

- Recognition that cross-border issues include the need for better integrated road networks and land use, more extensive cycle paths and the need to extend the coverage of the go card system to the Tweed.
- Extend the light rail network across the city with support from the private sector including the extension of Line A in stages to the south by 2031. Extension stages include Broadbeach to Nobby Beach; Nobby Beach to Burleigh Heads; Burleigh Heads to the Gold Coast Airport via Elanora.
- A corridor will be protected for a future extension of light rail from the airport to Coolangatta.
- Undertaking a corridor planning study between Broadbeach to Coolangatta.
- Preserving the heavy rail corridor to the airport.
- Developing a rapid bus network between Broadbeach and Coolangatta and Coolangatta to Robina.

6.3.3 Public transport issues

The core issues raised by the community during the initial community workshop and community vision survey related to the limited nature of the existing bus services, both in terms of routes, but more so in relation to frequency. This issue is circular within a regional context where travel distances are great and patronage level low leaving service providers to rely heavily on subsidised reduced services. Because of the reduced services, more people are likely to utilise private transportation as a matter of time and convenience.

This situation is likely to change in the future considering population projections based around available release areas adding up to 30,000 more residents along the Tweed Coast resulting in a Tweed Coast population in the order of 60,000 people.

The continued growth of the district is likely to require the establishment of an improved bus station with a high level of design amenity to encourage patronage. Such a facility should be located centrally in the district town centre. The design and location of the central bus interchange must be considered at the detailed planning stage for the establishment of a district centre and must involve consultation between Surfside Buses, the relevant landholders and developers, Council and the community.

6.3.4 Public transport opportunities

A high level of accessibility between destinations allows for a more efficient and viable public transport system. This can be provided by the alignment of urban centres within identified transport corridors and the location of key commercial and community facilities in the identified centres. In this regard Council and developers collectively need to identify what can be done to improve the network for public transport as an integrated component of the continued development of our centres. This relates not only to the existing Kingscliff Town centre but also the opportunity for employment generating land uses adjoining the existing Chinderah Industrial Estate (Business and Innovation Precinct).

Bus priority lanes (other than at key intersections) are unlikely to be provided in the District, as the level of service necessary to make the provision of priority lanes viable is unlikely to be achieved, due to the relatively low population densities and small catchment area of the District.

Tweed Light Rail network is not currently a strategy as identified with Councils adopted Public Transport Strategy due to projected population numbers and distance between settlements. This situation could only change if over the long term future population growth along the Tweed Coast surpassed existing projections establishing a resident population which could meet patronage requirements of operating such a service.

Some opportunities to improve the patronage of public transport (and reduce car dependence) within regional centres such as Kingscliff include:

- The establishment of urban environments designed specifically to encourage walking and cycling and to discourage the unnecessary use of private cars.
- The provision of a safe and attractive pedestrian/cyclist environment that provides easy and direct access to public transport stops.
- Improving the design of bus stops including the provision of seating, lighting, timetables, accessibility and route maps in bus shelters.
- The provision of bus shelters in highly accessible, visible, safe and well-lit locations that are central to the potential population catchment.
- Access for all users, including the provision of appropriate facilities for people with disabilities, people with strollers and cyclists.

6.3.5 Transport strategies

1. Reinforce the Tweed Public Transport Strategy to develop a rapid bus transport corridor/service linking the Tweed Coastal Villages with Gold Coast Airport and beyond. Public transport services should reinforce identified transport corridors to ensure that a high level of public transport service is available between destinations.
2. Upgrade the existing bus stop(s) within the town centre with co-ordination between the bus service provider, the landholders/ developers, Council and the community to consider the best location and design of a bus station likely to be within the Town Centre (Pearl Street) and or Turnock Street Precinct.
3. Design all bus stop areas to be accessible to all users including people with disabilities, people with strollers, the aged and cyclists. As a long-term goal, bus stops should be provided with a higher level of amenity including shelters that contain lights, timetables and route maps, wifi, water source and ability to generate, store and reuse their own power supply.
4. Promote and encourage a private operated hail and ride minibus service which connects existing residential estates with the town centre.
5. The provision of public transport services must be planned in consultation with the service provider at the initial stage of any masterplanning for new release areas. Consideration is to include street layout, bus stop and bus lay back area locations.
6. Investigate a north south movement corridor linking Turnock Street with North Kingscliff which could be used in the short term for passive transportation (cycling, mobility carts etc).



The continued growth of the district is likely to require the establishment of an improved bus station with a high level of design amenity to encourage patronage given the adopted Tweed Transport Strategy is for Rapid Bus Transport corridors.



There is opportunity for improved smart bus stops along key bus routes to improve comfort and amenity of users and thereby attract increased patronage.



New bus shelters should be designed to universal access design standards given the ageing demographic. All bus shelters should be progressively upgraded to include a higher level of traveller amenity to include shade, seating, lighting, timetables and maps.



There is opportunity for a minibus service to operate between various residential estates and the town centre on a hail and ride basis. There are precedent examples where shopping centre managers have offered this free service to local residents.



Current population projections do not currently support a viable light rail patronage along the Tweed Coast (typically require more than 200000 people). There could be opportunity for the future development of the north Kingscliff site as an activity centre to operate a localised light rail system similar to that currently being pursued in Byron Bay.

6.4 Cycling, walking and mobility

Cycle ways and footpaths are an integral part of the transport network, as well as an important recreational asset. When cycle ways and footpaths are designed to be functional, attractive and safe, they encourage people to walk and cycle. There is also a proportion of the local population who use mobility scooters on pathways and cycleways. They therefore provide significant benefits to residents and tourists alike.

The existing cycle and walking network, illustrated on Figure 6.4 extends along the Tweed Coast from Kingscliff to Pottsville. The 'Tweed Coast route' runs along coastal reserve and provides users with ready access to the beach and for a substantial proportion maintains grade separation from vehicular traffic. This pathway connects to the Cudgen Creek bridge across the Rotary Park connecting with the Cudgen foreshore pathway linking through to Faulks Park and north to the Kingscliff Township. This coastal foreshore pathway is well utilised for passive movement, recreation and exercise.

Heading north, the pathway/cycleway is located within the coastal foreshore reserve connecting the northern residential estates and open space areas with the Kingscliff township. Heading east, provision has been made along Turnock Street for cycle/walking access which links into the Elrond Drive and Noble Park estates which has a smaller series of paths.

Many areas of Kingscliff are subject to heavy pedestrian activity with the main commercial strip on Marine Parade between Turnock Street and Seaview Street being one way traffic and subject to a 40 km/h speed limit has a high density of pedestrian movement. Another area of high pedestrian activity is within the Kingscliff Shopping Village. There are also significant pedestrian movements within proximity to the Kingscliff High School at Oxford Street (also Cambridge Crescent and Yale Street), Kingscliff Public School (Orient St), St Anthony's Primary School (Pearl and Boomerang St), and TAFE Campus on Cudgen Road.

6.4.1 Cycling and walking issues

Pedestrian Access and Mobility Plan 2014

In 2014 Council undertook a Pedestrian Access and Mobility Plan (PAMP) to improve the safety, convenience and connectivity of the Tweed's highest pedestrian activity areas. The purpose of the PAMP was to review the current and future pedestrian needs in the Tweed LGA to provide a consistent standard of facilities for all pedestrians, including older persons, people with mobility or vision impairments, school children, tourists, cyclists and recreational pedestrians. The overriding intent is to ensure a high level of pedestrian access amenity that will encourage people to walk rather than use their cars.

In order to provide a strategy framework the PAMP study area focuses on five town centres in the Tweed identified as high priority and high pedestrian activity areas including Kingscliff. The PAMP identifies pedestrian networks within each of these priority areas as well as linkages between town centres. In doing so the PAMP identifies pedestrian concentration, centres of activity, identifiable accident clusters, walking patterns and links between land use, pedestrian facilities (existing and proposed), pedestrian accessibility and mobility issues within a radius of 1.5 km to 2 km.

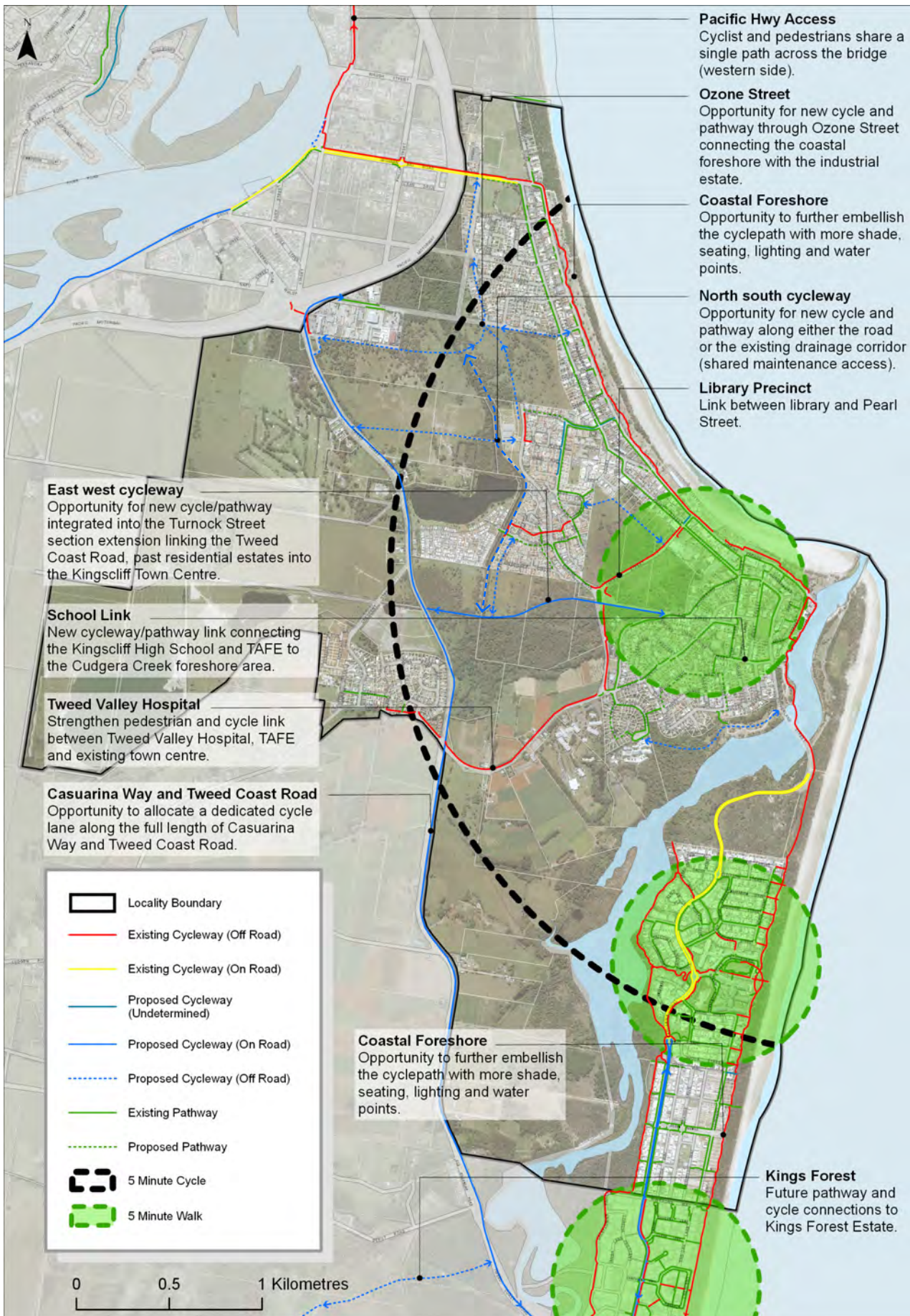


Figure 6.4 Kingscliff pedestrian and cycle network

Some of the key PAMP issues identified during the consultation which specifically relate to Kingscliff include (Figure 6.5):

- Poor pedestrian access to the shopping centre.
- Lack of footpath along Sutherland Street.
- Lack of crossing along Turnock Street
- Lack of trees shade and lighting along Turnock Street
- Lack of crossings along Cudgen Road.
- No safe access to Cudgen Creek from Sutherland and Viking Streets.
- Lack of trees/shade and lighting along Turnock Street.
- Poor pedestrian and cycle movement along Marine Parade including missing links, narrow footpaths.
- Generally poor pathway lighting.

Community vision survey

The thematic of cycling and walking featured strongly within the community vision survey where it emerged that the existing network of paths and cycleways very high valued and well used by local residents and tourists. A high number of community vision survey respondents (60%) indicated that they walk or cycle once or twice a week.

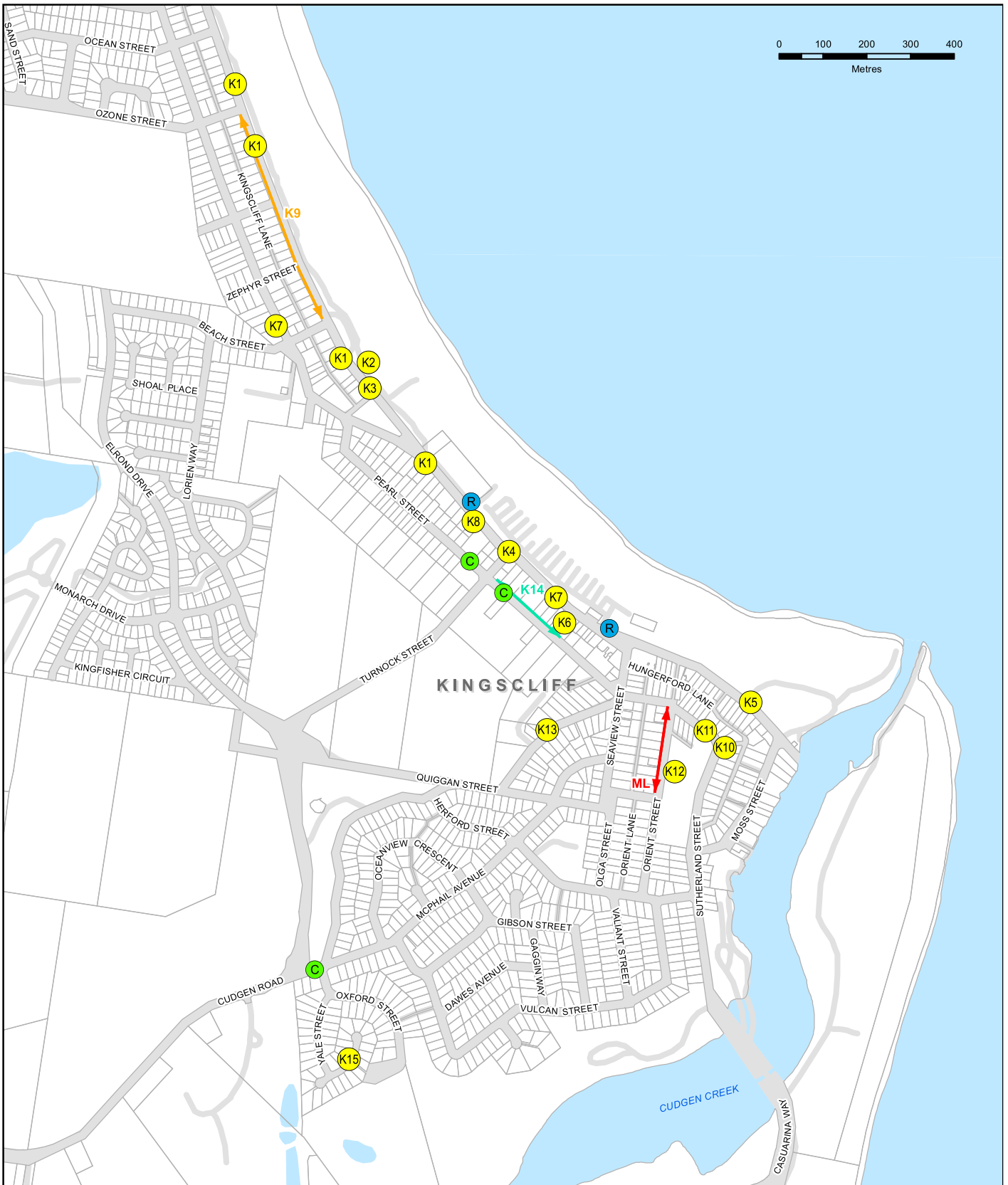
Some of the key pedestrian and cycling issues which emerged from the community vision survey and community workshop include:

- Need to improve and expand the network, this includes the widening of some of the more heavily used path/cycleways including the southern cycleway connecting Casuarina, Seaside and Salt with Kingscliff town centre where there were some reported conflicts between walkers and cyclists.
- Future need for cycleway to connect to Kings Forest.
- The need to improve the overall amenity along the cycleways including the addition of lighting, and way points at strategic locations providing shade, seating, bike parking and water source.
- The need to consider commuter cycle travel in addition to recreational cycling which have different needs. Commuter cycling prefer a designated lane within road ways rather than utilise smaller, more windy and less direct paths.

6.4.2 Cycling and walking opportunities

Given that a significant proportion of the Kingscliff locality (with the exception of Kingscliff Hill precinct) is relatively flat, good opportunity exist to expand the existing network of pedestrian and cycle paths to even further improve usage passive modes of movement including walking and cycling thereby reducing the usage of the vehicle. A walkable catchment is generally referred to an area within a five- to ten-minute walk from a pedestrian destination. Most people are comfortable walking 400 m (about 5 minutes) regularly and, depending on the circumstance or the walking route, amenity, slope and climate.

This is particularly relevant for parts of the locality that are within easy walking and cycling distance of key destinations including the shopping centre, sports clubs, open space areas, health services and community facilities including the library. The proposed pedestrian improvements identified within the PAMP relating to Kingscliff have been tabled below and illustrated on Figure 6.5.



LEGEND

- | | | | |
|---------------|----------------------------|---|-------------------|
| Cadastre | Site Specific Issues | Poor or Missing Crossing Opportunity | ML - Missing Link |
| Waterbody | Poor or Missing Kerb Ramps | K14 - Footpath Width Past Construction Site | |
| Road corridor | | K9 - Disjointed Footpath | |

Figure 6.5 PAMP audit extract (Kingscliff existing footpath audit results)

Ref No	Issue ID	Road	Location	Initiative	Cost
King 1	N/A	Marine Parade	Off Road shared use path	Lighting upgrade	High
King 2	K9	Marine Parade	West side between Beach St and Wommin Bay Rd	Connect footpaths	Medium
King 3	K2	Marine Parade	Off Road shared use path south of Beach St	Provide formal connection to south end of car park	Low
King 4	K3	Marine Parade	North of Pearl St	New connection from pedestrian crossing to shared path	Low
King 5	K8	Marine Parade	North of Turnock St	Replace pavement treatment with zebra crossing	Low
King 6	K4	Marine Parade	Off Road shared use path near Turnock St	Repair footpath	Low
King 7	–	Turnock Street	East side between Marine Parade and Supermarket entrance	Widen footpath to 2 m	Low
King 8	–	Turnock Street	North side between Pearl St and Elrond Dr	Improve pedestrian environment, upgrade lighting	High
King 9	–	Turnock Street	South of Pearl St	Provide shaded seating	Low
King 10	–	Marine Parade	South side through commercial strip	Locate seating, signage etc to ensure clear width minimum 2 m	Negligible
King 11	K5	Marine Parade	Eastern end near Faulks Park	Remove conflicting pavement markings	Low
King 12	K6	Off-road	Footpath connecting between Marine Parade and Pearl St	Widen footpath to 2 m	Low
King 13	K14	Pearl Street	Full length between Seaview St and Turnock St	Widen footpaths to 2 m both sides and resurface some parts	Medium
King 14	–	Pearl Street	Turnock St roundabout	Provide refuge islands on all approaches	Low
King 15	–	Hungerford Lane	Full length of section parallel to Marine Parade	Convert to shared zone 10 km speed limit	Low
King 16	–	Kingscliff Street	West side between Beach St & Zephyr St	New footpath 1.2 m wide	Low
King 17	K10 K11	Sutherland Street	East side between Moss St and Seaview St	New footpath 1.2 m wide	Medium
King 18	K12	Orient Street	Pedestrian Crossing	Connect footpaths to crossing with kerb ramps and provide footpath connection to Sutherland St west side.	Low
King 19	K15	Yale Street	Cambridge Cres and Yale St	New footpath 1.2 m wide connecting off-road path to Oxford St and McPhail Ave.	Medium
King 20	–	Monarch Drive	South side between Osprey Place and Bellbird Dr	New footpath 1.2 m	Low
King 21	–	McPhail Avenue	South side between Gibson St and Oxford St	New footpath 1.2 m	Medium
King 22	–	Cudgen Road	Between Turnock St and Oxford St	Replace painted island with refuge island	Low
King 23	–	Beach Street	South side between Marine Pde and Kingscliff St	New footpath 1.2 m	Medium
King 24	–	Zephyr Street	South side between Marine Pde and Kingscliff St	Connect footpath to Marine Parade	Low
King 25	–	Kingscliff Street	Beach St roundabout	Provide refuge islands on all approaches	Low
King 26	–	Sutherland Street	East side south of Moss St	New Footpath 1.2 m wide	Medium

Of the above actions, the following table represents a ranking priority of the Kingscliff actions within the Shire wide context:

Rank	Ref No.	Location	Treatment
3	K14	Pearl St Turnock St Roundabout	Provide refuge islands on all approaches
6	K5 K8	Marine Parade North Turnock St	Replace pavement treatment with zebra crossing
9	K17 K10/K11	Sutherland St, east side between Moss St and Seaview St	New footpath 1.2 m wide
10	K18 K12	Orient St, Pedestrian crossing	Connect footpaths to crossing with kerb ramps and provide footpath connection to Sutherland Street west side
12	K19 K15	Yale St, Cambridge Cres and Yale St	New footpath 1.2 m wide connecting from off-road path to Oxford St and McPhail Ave

In addition to the actions identified with the PAMP are the following cycling and walking opportunities:

- Improve the amenity of the pedestrian and cycle pathways between the new Tweed Valley Hospital site, Kingscliff TAFE and the existing Town Centre.
- Designation of a pedestrian upgrade area within the Kingscliff town centre by way of better connections between Pearl and Marine Parade, wider footpaths with improved surface, shade and amenity.
- Improved pedestrian access along Cudgen Creek between Moss Street and the ocean beach.
- Improve the pedestrian and cycle amenity with more shade, regular seats and water source and night lighting where required.
- Make provision for the commuter cyclist along key collector roads including the Tweed Coast Road and Turnock Street (including the provision within the extensions) to supplement the network of shared pathways.
- Connect cycle ways with the areas of open space.
- The footpath and cycleway network will be designed and expanded to connect coastal foreshore and riparian areas with residential and commercial areas.
- The footpath and cycleway network is to be further embellished by establishing way points along its length at various strategic intervals. These way points are to include seating, shade, bike parking and water source.
- The footpath and cycleway be further embellished with lighting along key stretches of the network providing greater nighttime accessibility and safety.
- A footpath and cycleway is to be allocated along Turnock Street through the Tweed Coast Road (east west) as well as north from Turnock Street to Ozone Street (north south). The alignment and section of these new connection routes are to be designed in the form of a cycle and pedestrian highway to cater for high levels of movement along these corridors.
- A similar pedestrian/cycle highway is to be established within the coastal foreshore north of the town centre and south of the Cudgen bridge to cater for the high levels of movement and increasing need for additional safety along these corridors.
- Footpaths and adequate pedestrian crossing points are to be provided along all main roads to encourage and provide for safe and pleasant walking between destinations, as per Council's Development Design Specification D1 Road Design Manual.
- Cycle ways should be provided as integral components of any future developments in the district, providing links between residential areas and key facilities such as schools and shops.
- The provision of a pedestrian path between Kings Forest and Seaside City should be planned including provision for an appropriate corridor width and alignment to provide safe and convenient pedestrian access from Kings Forest to the beach.
- Investigate an onroad cycleway along the length of Casuarina Way.

6.4.3 Cycling and walking strategies

1. Encourage opportunities to walk and cycle as a means of movement and community health which also reduces reliance on private motor vehicles. This includes the provision of suitable bike storage/stands at key activity centres in accessible locations.
2. Implement the strategies and actions identified within the PAMP 2014.
3. Undertake a public domain improvement plan within the Kingscliff Town centre bounded by Marine Parade, Pearl Street and Turnock Street with a focus on improving pedestrian amenity and connectivity. This would include the identification of key pedestrian lane way connections between Pearl St and Marine Parade, a widened footpath fronting Marine Parade and Pearl Street, improved pavement surface, street furniture, street trees and increased landscaping bays.
4. Progressively construct footpaths and cycle ways as part of greenfield development site release areas in coordination with Council to determine alignment and design specifications (D1 Road Design Manual).
5. Update Council's Bike Plan to include existing and proposed expanded cycle network which acknowledges recreational cycling as well as road/sport/commute cycling. Bike Plan to document appropriate level of embellishment and standard cycle path(s) design details for the development.
6. Integrate universal design of pedestrian pathways, access routes, areas of public domain and building design to improve electric wheel chairs, mobility scooters and walking aid access and movement. This includes the provision of appropriate areas for the parking and recharging of mobility devices.



Opportunity for a greater number of through block connections between Pearl and Marine Parade improving access and connectivity across the town centre precinct.



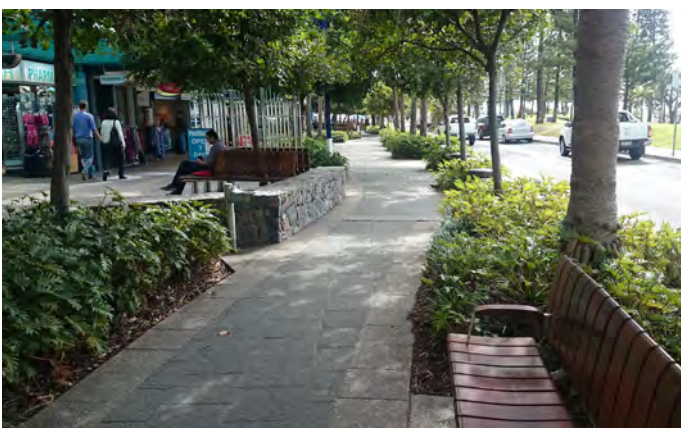
Opportunity to achieve a greater balance of public domain 'people places' across the town centre precinct including the Kingscliff Shopping Village site.



Improve pedestrian priority along Marine Parade with wider footpaths, consistent pavement, shade, street trees and landscaping.



New town centre expansion areas along Turnock Street has the opportunity to achieve a better balance of public domain, pedestrian priority, connectivity and amenity.



Public domain improvement works will focus on improving pedestrian priority throughout the town centre with increased shade trees, landscape bays and street furniture.



Improve amenity of pathways across the locality. Include regular seating, shade and water supply along the length. A network of pathways should connect all residential areas with activity centres. Well located bike parking should be accommodated within activity centres.