REQUEST FOR DETAILED QUOTATION

Attention:		**From:**	Christopher Soulsby
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Your Ref:		**Our Ref:**	
Email:		**Email:**	
No Pages Sent:		**Date:**	24 April 2017

QUOTATION TITLE: Desktop Review of MR 545 Traffic Studies

Dear Chris,

An invitation is extended to you (**Quoter**) to submit a written quotation (**Quotation**) for the following:

Desktop Review of Traffic Studies

Context

Byron shire is home to approximately 30,000 people and enjoyed by over 1.5m visitors each year. Such a small rate base (~12,000 rateable properties) and large visitor numbers place enormous demand on the public infrastructure especially the road network and town centre car parking due to many visitors arriving by private vehicle, which is also the main transport mode of most residents.

As such Council wish to undertake a strategic traffic and transport planning study which investigates options to improve the road network and the capacity of key intersections, plus the potential role of public transport, park and ride and the cycling network and facilities. However before each such investigation commences, Council require that a desktop review is undertaken of five (5) previous traffic studies which are mostly centred around Byron Bay, the shire's economic hub and most visited location. These five studies are listed at Table 1.

Table 1: the five (5) previous studies to be focus of the desktop review

Name of study & author (pages)	Scope and Purpose	Modelling	Primary data	Key appendices / additions
MR545 Strategic Study (2008) Opus (36 pages, plus appendices /	Main Road (MR) 545 road corridor from Pacific Highway, Ewingsdale to Clifford St, Suffolk Park. Review 2008 data & model to 2018/2028 growth & identify required road upgrade works to	SATURN and SIDRA, base year 2008, forecasting to 2018 and 2028	origin-destination and volume & intersection counts.	Modelling output and updates including specific findings and diagrammatic outputs

memos)	meet current and future demand along corridor plus options for a town centre 'bypass'			
West Byron Development Transport Study – Final Report (March, 2011) Veitch Lister Consulting (VLC) (79 pages)	Study based on a 855 household sub-division with est. population of 2,182, plus employment of 379 people in business & light industry located across a 108ha greenfield site adjacent to south side of Ewingsdale Rd, between Bayshore Drive and Sunrise Blvd. As with MR545 Study, had 2008 base year and model/forecasting to 2018/2028 including 'bypass' options.	VLC ZENITH model of trip generation, trip distribution, modal choice and trip assignment, plus various sub-models	Modelled volumes & observed traffic counts, demographic data incl. household, population, employment.	Also see VLC *Supplementary Report on Level of Service Changes (dated March 2011)*
Byron Shire Central Hospital (August 2014) Taylor Thoms Witting (TTW) (50 pages)	Respond to the Secretary's Environmental Assessment Requirements (SEARs) Section 78A(8A) of the EPA Act by reviewing Transport and Accessibility issues such as: traffic generation, public transport review, transport management strategy, parking provisions, alternative transport (pedestrians, cyclists), and service vehicle requirements of the then proposed (but now completed) development of 3 buildings up to 2-level height with up to 180 FTE staff providing medical & specialist services located near 7km west of Byron Bay & within 500m of the Pacific Highway interchange at Ewingsdale.	SIDRA, base year 2008, forecasting to 2018 and 2028	Count data and other studies, eg West Byron & RTA (now RMS) publications	Appendices A and C
Ewingsdale Retirement Facility DCP Traffic Study Report (25/11/15) Bitzios Consulting (102 pages, including Appendices)	Development proposed on 2 lots, one either side of the hospital. Council required a DCP for the site & a study of its traffic impacts.	SIDRA, forecasting to 2028	Traffic counts (2015 data)	CRG Traffic Study (April, 2014), see s3.4 for summary
The Farm	Onsite café, restaurant and produce. Vehicle access from Woodford Lane (not Ewingsdale Rd) & opposite/near above referred hospital & retirement facility. http://www.thefarmbyronbay.com.au	Traffic Impact Assessment	Traffic counts	

Council is separately preparing a Movement Strategy for Byron Town Centre in 2017, to provide clear directions for implementation of the Byron Bay Town Centre Masterplan (the Masterplan) , adopted by Council in 2016.
Community engagement during the preparation of the Masterplan identified that access and movement are the highest priority issue to improve Byron Bay.

A strategic overview of the Access and Movement key actions and priorities is detailed on Pages 24-33 of the Masterplan. http://www.byron.nsw.gov.au/files/publications/bbtcm_final.pdf

Masterplan priority projects that need to be considered include:

- Short term surface level parking and potential for long term multi storey parking at edge of centre including optional locations at Butler Reserve and Kendall Street
- Traffic Studies
- Byron Street Railway Crossing
- Railway Square Bus interchange

It is expected that the following aspirations will be further addressed in the Byron Bay Town Centre Movement Strategy when it is completed later in 2017:

- Pedestrian, cycle, and shared transport options are prioritised over the private car.
- Streets should be accessible to people of all abilities and ages.
- Servicing and freight delivery is integrated efficiently in to the CBD whilst minimising impact on other street users.
- Car parking is not a dominant feature in the centre of town.
- Traffic is calmed to make moving around the towns safe and pleasant.
- Streets are inviting and encourage on-street activities.

The Movement Strategy is unlike traffic access assessments undertaken by Council in the past and is separate and complementary to Council's Parking Management Strategy and paid parking studies. It will clarify a range of strategies and actions to improve access and movement into and around the town centres and provide an additional evidence base and actions to address Council's requirement to review paid parking; following its introduction in Byron Town Centre and a plan for how traffic and movement will be managed holistically in response to the BBTCM.

The desktop review needs to take the Masterplan and its various implementation priority projects into consideration during the desk top review.

Purpose

This project brief (i.e. a Request for Quote, RFQ) details the requirements of completing the desktop review of five previous studies listed at Table 1.

The desktop review is required to inform the scope of a new study (and each of its investigations), make recommendations for it, identify priority projects and preferably determine which projects have been adequately reviewed and can be justifiably progressed (e.g. fast tracked) in regard to detailed design, cost-benefit and those that require further review, be it modelling, feasibility or options testing.

As such, the desktop review has TWO distinct purposes:

1. identify priority projects, either those to progress immediately (even separately to the broader study) or those that require priority focus during the new study;

AND

2. inform the development of the Request for Tender (RFT) documentation for the undertaking and assessment of the new study.

The rationale for both are as follows.

By identifying projects and consistencies (commonalities) between each of the 5 studies, the desktop review should minimise duplication and identify the extent to which projects have been investigated, considered and preferably justified or warranted.

In doing so the desktop review therefore should assist Council to determine projects that can be progressed as a priority either throughout or even separate to the study, for example projects that can be progressed to design and costing.

As the desktop review is a pre-cursor to (and will assist with) the undertaking of the new study, it must also inform the development of the RFT documentation by making recommendations regarding the new study's:

- structure, format and delivery
- inclusions and exclusions
- preferred (or required) data, modelling, economic appraisal methods and outputs
- measurable objectives and criteria to include in the RFT documentation, including expected timeframes and milestones for the study's delivery

Expected outcome and format

It is therefore proposed the desktop review be undertaken as per the framework at Figure 1.

Figure 1: desktop review framework and outcomes

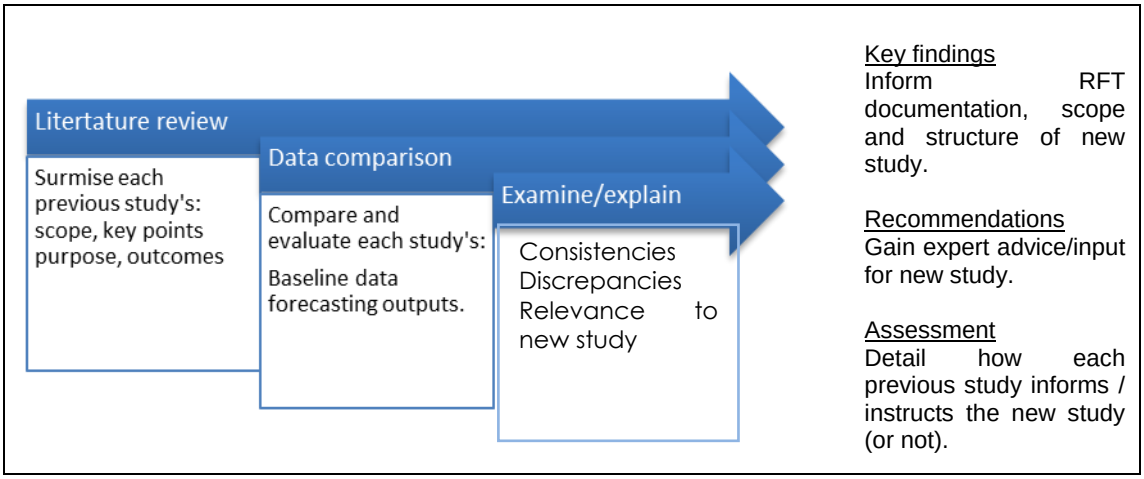


Figure 1 indicates three main chapters form the desktop review: a literature review, data comparison and critical examination of each study, all of which is to inform the RFT documentation (key findings), gain expert advice (recommendations) and understand (assess) how each previous study contributes to the new study (or not).

To ensure focus of the review, it is proposed each chapter be directed (i.e. framed) by the same broad project goals of the new study. These are outlined in Table 2. Further details of the new study are also on p4.

Table 2: context and purpose of new study

New Study goals/incorporates:	**Desktop review to detail each study's:**
i) Options for improving public transport;	Detail of analysis & Recommendations (if any)
ii) Options for Park and Ride to reduce traffic on MR 545;	Detail of analysis & Recommendations (if any)
iii) Improved cycling and footpath networks to reduce traffic on MR 545.	Detail of analysis & Recommendations (if any)

iv) Options for relocation of car parking in the Byron Bay town centre to the edges of town.	Detail of analysis & Recommendations (if any)
v) A road network analysis centred around MR 545 and the Byron Bay town centre;	study area and findings/results
vi) Intersection analysis of the major intersections on the MR 545 network;	Sites / findings / modelling method & output plus relevance/confidence in methods used
vii) The modelling associated with items iv and v will take into account the following scenarios:	As follows:
A. Base case as at 2017;	Base case - methods and year
B. Base case plus growth at 2027 and 2037;	Base & Growth - methods and year
C. Base case plus the outcomes of each of the preferred options as identified in in items i), ii) and iii) and all three combined plus growth at 2027 and 2037.	Base, growth & options - methods and year
viii) Infrastructure required to support the outcomes required as a result of items i), ii) and iii) and the required road network upgrades.	Timing/costs/BCR
ix) This study will inform the updated bike plan and PAMP.	Details of findings (if any)

As a guide only, the following is suggested for the structure of the desktop review once it is completed (noting the number of pages is indicative only):

Purpose, Context and Background summary	2-3 pages
Literature Review (Summary of each study)	5 pages
Data comparison (Methods and Outcomes)	5-7 pages
Discussion	
Consistencies	1-3 pages
Discrepancies / limitations	1-3 pages
Relevance to new study	1-3 pages
Key Findings of desktop review	2-3 pages
Priority projects	1-2 pages
Recommendations for the new study	2-3 pages
Assessment criteria for the new study	1-2 pages
Conclusion	1-2 pages

Accordingly, Council require that the desktop review provide outcomes, such as:

- detail each reviewed study's purpose, scope and outcomes;
- compare and evaluate each study's baseline data and forecasting outputs;
- examine/explain each study's consistencies, discrepancies, shortcomings and relevance to the new study.

By doing so, these outcomes should identify not only priority projects but relevant areas that the new study either needs to explore further or simply reiterate/reinforce so as to avoid duplication.

Furthermore, the desktop review should also ensure that these above outcomes inform the RFT documentation (i.e. scope and structure of the new study) by ensuring it:

- describes the Key findings of each study, and their relevance to the new study;

- provides expert advice/input for the new study and its criteria, including in regard to public transport, park and ride and cycling;
- detail how each previous study informs / instructs the new study (or not); and
- make recommendations for inclusions in the new study for Council to consider.

The new study

Subject to the desktop review's recommendations and findings, Council intend to engage those suitably qualified to undertake an integrated traffic and transport study for Byron Bay. The study is to include:

i) Options for improving public transport;

ii) Options for Park and Ride to reduce traffic on MR 545;

iii) Improved cycling and footpath networks to reduce traffic on MR 545.

iv) Options for relocation of car parking in the Byron Bay town centre to the edges of town.

v) A road network analysis centred around MR 545 and the Byron Bay town centre;

vi) Intersection analysis of the major intersections on the MR 545 network;

vii) The modelling associated with items iv and v will take into account the following scenarios:

A. Base case as at 2017;

B. Base case plus growth at 2027 and 2037;

C. Base case plus the outcomes of each of the preferred options as identified in in items i), ii) and iii) and all three combined plus growth at 2027 and 2037.

viii) Infrastructure required to support the outcomes required as a result of items i), ii) and iii) and the required road network upgrades.

ix) This study will inform the updated bike plan and PAMP.

Each are explained further in the context of Byron shire as follows.

Byron shire

Byron shire is well located for visitors, being under 2-hour driving time from Brisbane, 1.5 hours from Gold Coast and 40-minutes to Tweed Heads, plus two airports within 45 minutes.

Such access contributes to the 1.5m visitors each year, most of whom stay in Byron Bay itself and thereby dwarf the local resident population of 10,000 people living within the postcode 2481 which also includes the residential suburbs of Ewingsdale, Sunrise and Suffolk Park.

As with the locals, these same visitors are also likely to make regular trips to the shire's other towns; all of which are approximately within 15-20 minutes drive of Byron Bay.

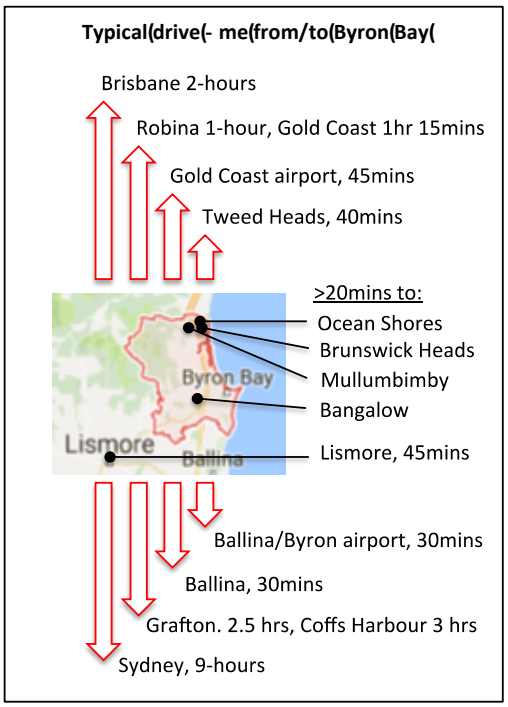


Figure 2: drive time to/from Byron Bay

These include the hinterland village of Bangalow (2479, 2,000 residents), the seaside village of Brunswick Heads (2483, 1,700 residents) and the self-styled 'Biggest Little Town in Australia' of Mullumbimby (2482, 3,000 residents); and while not such a tourist destination, the town of Ocean Shores (postcode 2483) is significant for its steady and relatively large residential population (5,000 residents). Beyond these main towns is smaller villages and hamlets such as in the hinterland (Goonengerry, Federal and Eureka).

Each of these destinations has its own unique attractions and sense of place. They do however all share a common trait: dominance of and for many a reliance (if not dependence) on the private vehicle, be it due to time constraints (e.g. travel time), convenience, accessibility or mobility, or for some simply due to limited (to no) alternative transport options. Council is acutely aware of this 'transport disadvantage', and especially its impact on those that are too young, too old, incapable of or can not afford to drive.

This disadvantage is only highlighted by the lack of safe cycling routes and public transport options and connections within and between towns.

Road network

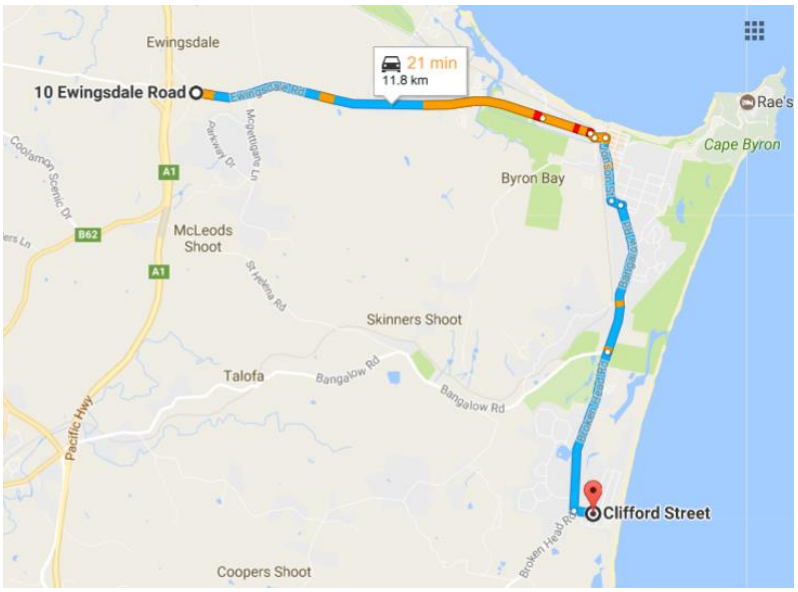
As the private vehicle dominates, its problems are visible to and experienced by most, and frustrate a many local and visitor alike; most of whom see it as a priority for Council to address. While all towns and the main roads between them have all seen steady growth in traffic volumes over the past 20 years the problem is most acute in proximity of Byron Bay.

This is especially the case within 3km of the town centre and during the high demand (peak times) which coincide with each holiday season, long weekend, festival and event, all of which results in large delays. The most notable are within the town itself with grid-lock (e.g. lack of capacity at intersections) and on each approach to town via the regional road (Main Road 545) which provides the only vehicle access to town from both the north-west (Ewingsdale Rd) and south (Bangalow Rd).

The greatest volumes upon the MR545 route occur between the Pacific Highway to Suffolk Park as depicted on below Google map indicating an 11.8km length with a drive time of 21-mins based on driving at 8.20am on a Thursday, the same day each week the popular 'Farmers Markets' occurs in town; an example of a regular (yet relatively small) event that nevertheless causes delays inbound each time it is held.

The following sites discussed below are detailed further at Figure x4.

Figure 3: MR545 route – from highway to Suffolk Park



Source: Google maps, 2/2/17

Ewingsdale Rd

Ewingsdale Road has been the subject of most analysis to date; a near 6km connection from the Pacific Highway to Byron Bay and which carries over 14,000vpd (AADT) most days yet sees upwards of a 50% increase at peak times.

Ewingsdale Rd has two distinct sections. The western half (3km) is between the highway and Bayshore Drive providing the main access/egress to/from the Arts & Industry Estate. Road along this section reflects more a rural setting than urban with limited street lighting, kerb and gutter, no adjacent residential housing and limited intersections being:

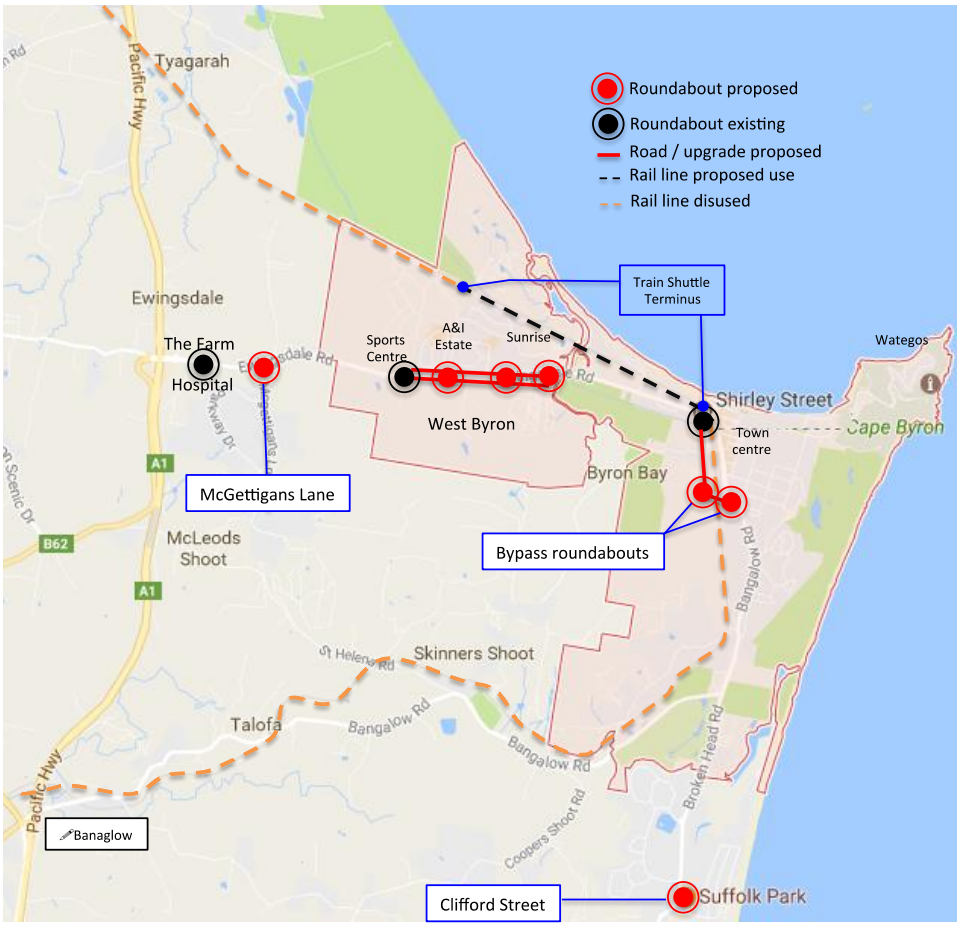
- at the hospital (a 2016 completed roundabout, RAB);
- McGettigans Lane (sole access to the 260 Ewingsdale rural lot subdivision);
- the Cavanbah sports centre (a 2012 constructed RAB); and
- Bayshore Dve, which is also subject of an upgrade proposal to 2-lane RAB and providing a new 4th southern leg to connect to the now approved 800+ lot West Byron sub division.

The eastern half of Ewingsdale Rd ends at Kendall Street. This length is distinct for carrying increasing volumes and at peak times eastbound traffic often joins the end of queue, and with traffic delayed, at:

- Banksia Dve, the secondary (minor) access/egress to/from the A&I Estate;
- Sunrise Blvd, the major access/egress point to/from the suburb of Sunrise and subject of 2016/17 $2m black spot funding to upgrade to a 2-lane RAB;
- Belongil Bridge, with single lane each direction offering no rerouting or alternative option, for example emergency vehicles to/from the hospital,
- Kendall St, which is within the urban 50kph zone.

Ewingsdale Rd is also notable for its disjointed pathway, crossing from south to north and back again thereby presenting increased risk for cyclists and pedestrians. A case in point being the crossing west of the Belongil Bridge; a location where pedestrians and cyclists have been struck by vehicles.

Figure 4: key intersections and planned/proposed road upgrades



Source: Google maps

Town centre

Ewingsdale Rd becomes Shirley St at the Kendall St intersection. Shirley St continues for 700m through to Butler Street. This length single lane, two way length with kerbside parking both sides is tree-lined with kerb and gutter, street lighting residential housing and kerbside bus stops. East of Milton St commences the Byron Bay pay and permit parking schemes.

Shirley St has a high crash rate (namely rear ends) and at peak time traffic is queued. Since late 2015, at Butler St, two lanes are provided for inbound traffic, left lane for northbound Jonson St traffic and right lane for straight (Lawson St) and southbound Jonson St traffic.

The Butler St/Lawson St roundabout is a site included in the proposed town centre bypass, a near $20m project that has had the Environmental Assessment completed (2016) , secured $10m from the state government for its construction but currently the subject of a resident group challenge in the Land and Environment Court (2017). The bypass project is detailed further on page 8.

Continuing east from the Butler St/Lawson St RAB, Lawson St is the main east-west link in town and intersects with key roundabouts at the town's main street (Jonson St), Fletcher St and Middleton St. The first two exceed capacity at peak times but increasingly at other times their limitations are notable, for example afternoon school pick up time. The other east-west link is the distributor role of Marvell St; an important link for north-south traffic and connecting Tennyson St with Bangalow Rd.

Both Tennyson St and Bangalow Rd, along with Jonson St, Fletcher St and Middleton St are the north-south links, each of them critical during peak times. Jonson St is the main street and subject of much focus in the 2016 completed *Byron Bay master plan* including ideas of shared zones or even pedestrian only precincts. Its intersection with Marvell St is the subject site of the 'mini bypass' as proposed in previous traffic studies.

Fletcher St and Middleton St play important local traffic distribution. Fletcher St however can be delayed at Lawson St and Marvell St while Middleton St, changed to two way since 2014 between Lawson St and Marvell St, is not as effective in distribution as might be possible given it is disjointed and in disrepair, for example at and north of Marvell St.

Tennyson St plays a vital role (albeit under utilised) in taking traffic pressures of Jonson St, distributing local traffic and providing an alternative option to 'bypass' the main street, and while it is not part of MR545 it links with it at Bangalow Rd, Tennyson St and Browning St roundabout.

Bangalow Rd

Bangalow Rd carries as much or at times more volume than Ewingsdale Rd. Its 2.5km length between Tennyson St and Broken Head is predominantly residential, with kerbside parking and various cross streets. Egress from these streets and property driveways is often delayed. On the east side is a shared cycling and walking path crossing the various driveways, yet more cyclists use it than the busy and (in some locations narrow) traffic lanes.

Bangalow Rd through to Suffolk Park is subject of Council's priority cycle link and an important part of the network given the numbers of residents and school students who would benefit.

The intersections of most importance include at Tennyson St and at:

- Paterson St/Cooper St (upgraded with black spot funding within last 5 years),
- Old Bangalow Rd, a site of increasing activity and new land use, e.g. café
- Arakwal Close, the sole access/egress to/from the primary and high schools
- Broken Head Rd, whereupon Bangalow Rd continues west to Bangalow.

Broken Head Rd

Broken Head Rd (aka The Coast Rd) has two distinct sections. The section south of Bangalow Rd includes the 2.3km continuation of the 50kph zone onto Clifford St, Suffolk Park south of which the second section is approximately 9km length of rural 80kph south to Ballina shire.

The characteristics of both sections is distinct, the first being an important distributor of local traffic to/from Suffolk Park, Bangalow, Byron Bay, the schools and adjacent residential areas. The second section south of Clifford St operates efficiently and receives more a road safety and maintenance focus.

The intersection with Clifford St is however both a road safety and capacity concern. The number of incidents involving Broken Head Rd southbound traffic hitting right-hand turn departures from Clifford St is consistent year in, year out. A subject of numerous black spot bids (for a RAB) have not yet secured the funds required. The RAB is considered to improve the Levels of Service (LoS) experienced by the those departing Clifford St as well, which carries greater volumes than the main road.

Council remains committed to improving the Broken Head Rd and Clifford St intersection and retain a preference for a roundabout, noting traffic lights are at this time not favoured at this or any shire location.

Byron Bay town centre bypass

Ewingsdale Rd traffic queues develop as town centre intersections do not have the capacity for the peak time volume increases that occur, resulting in a grid-locked town and long inbound delays, often stretched to the Art & Industry Estate 3km west of town (Bayshore Drive). When this occurs the usual travel time of 5 minutes extends to anywhere 40mins or more. Council's own MR545

strategic study (first tabled to Council 9 April 2009) identified the upgrade works required to years 2018 and 2028.

A key recommendation of the study was the provision of a second rail crossing in the town centre with two options presented, known locally as the 'mini bypass' and the 'full bypass', with the latter now subject of a completed Environmental Impact Study (2016) and NSW Transport business case, securing $10.5m from the state toward the project, $10m being for construction. Despite gaining Joint Regional Planning Panel approval, the now estimated $21m project is the subject of a resident led court appeal (2017 date pending). The bypass project is seen as critical in light of the West Byron rezoning approval (2014).

There is also need to consider future options for the bypass project, and a likely inclusion in the new study is options testing to understand any future staging, for example a Kendall St to Butler St link, a Butler St to Old Bangalow Rd link, etc.

Cycling

Council completed a Bicycle Strategy and Action Plan (a bike plan) in 2008. It is now due to be updated. Council's current priority is providing a continuous link between Suffolk Park and Byron Bay that follows the road network. Council has developed engineering concept designs for such a link.

Another priority is providing a continuous link along Ewingsdale Rd. Currently disjointed and requiring several crossings north to south and back, the preference is to have a completed off-road path. The south side of the road appears to offer the easiest option for such a path given it is where most of the existing path is located, however the most populous destinations are on the north, including the suburb of Sunrise, the SAE education facility, the A&I estate and the Cavanbah sports centre.

In the town centre, as with elsewhere in the shire, Byron Bay lacks secure end of trip facilities and a circuitous route for those cycling to either side of town.

The main missing link elsewhere in the shire is between Mullumbimby-Brunswick Heads with much hope a safe cycling path can be provided at sometime in future.

In the town centres, cycling (as with walking) can be improved by completing missing links and ensuring obstacles are removed, for example provision of kerb ramps, crossings, etc.

The desktop review should highlight any recommendations made in the 5 previous traffic studies regarding cycling and make its own recommendations in regard to what extent of analysis or study (if any) is required to develop the shire's cycling network.

Public Transport

PT is a state provided service. Council has responsibility for bus stops and shelters, not provision of services or their route, frequency, timetable, etc.

Council however has a good relationship with Transport for NSW (TfNSW) and the local operators, noting Blanch's/Brunswick Valley coaches (BVC) is the sole TfNSW contracted operator for PT in the shire.

Via a TfNSW grant, and contribution from local Councils, the local *Northern Rivers Social Development Council* (NRSDC) compiled a comprehensive guide to both the shire's and the region's PT options as found at: http://www.goingplaces.org.au/

The desktop review should highlight any recommendations made in the 5 previous traffic studies regarding public transport and make its own recommendations in regard to what extent of analysis

or study Council can undertake (if any) to improve the shire's cycling network. Examples of other local Councils (preferably NSW) would be desirable, for example level of involvement, funding, etc.

Park and ride

While not being a detailed subject of any of the 5 previous traffic studies to be considered as part of the desktop review, park and ride was raised in Council's MR545 Study.

As such the desktop review on this matter is to outline how the new study (or a separate investigation) can be undertaken into providing a park and ride service.

Recommendations are to include criteria for assessment of suitable sites, route/s, hours of operation, potential patronage and costs and revenue. This may be as directed by state requirements or guidelines, including AustRoads or Aust. Standards as they apply to:

- requirements of and assessment criteria for a site, e.g. parking, lighting, shelters, security, location, etc
- levels of service, e.g. frequency, span of hours, etc
- standard methods to calculate patronage, costs, revenue, etc

As for background the following is provided.

Council trialled a holiday park and ride service over the Christmas-New Year period first over 12 days in 2013/14 and then over 7 days in 2014/15.

Through this project, Council were the first in a non-metropolitan area of NSW to provide a dedicated bus lane and use of temporary special event parking restrictions. It was also the first time Council offered and managed a public transport service; enabled 'tow-away' powers; and offered a temporary resident parking permit.

The park and ride commenced 3km west of the town centre at the Cavanbah sports centre; a site offering over 300+ sealed and lit car spaces. In year 1, the service offered up to 3 services per hour from morning to afternoon, and an hourly evening service, to get to and from Byron Bay, while a fourth bus (a shuttle service) connected from the town up to the Cape Byron Lighthouse.

In understanding that the park and ride service could not offer a quicker travel time than the private vehicle nor reduce congestion, and instead the main service benefit was (unlike the town itself) the offer of parking convenience and all-day availability, the promotional efforts were accordingly focused on making park and ride a fun, family option and part of the 'Byron experience' with on-board disco music, with dancing and singing ticket 'inspectors' who also encouraged patrons to dress-up.

This approach, as with gaining attention of potential patrons, was aided by engaging two, well-branded double-decker buses, with the 'London Bus' supporting the colourful, psychedelic-painted double decker disco 'Magic Bus' used as the centre-piece for promotion and visibility by ensuring it was seen hourly on route and via a loop of the CBD.

Results wise, over 6,000 individual passenger trips were made in the 12 days, with patronage increasing each day through to the peak (>1,300 passengers) being reached (as expected) on New Year's Eve.

Despite this, and the encouraging, growing local awareness and use of the service, plus the formal patron feedback including a service rating of 10/10 from over 70% of survey respondents, the second year of the trial (2014/15) was reduced from 12-days down to 7-days, with less frequency and span of hours (down from 12-hours to 10-hours per day). Such changes were aligned to results of the first year of the trial.

More on the park and ride can be viewed on the following web links:

Byron Shire Council media release, November 2013 - promoting the new service
http://www.byron.nsw.gov.au/media-releases/2013/11/28/the-twelve-days-of-christmas-parking-park-and-ride-for-byron-bay

Byron Shire Council media release, January 2014 - results
http://www.byron.nsw.gov.au/media-releases/2014/01/15/park-and-ride-loved-by-the-passengers-0

Quotations must be in accordance with the attached Specification and Criteria and must be lodged with Council prior to the Deadline, being 5pm 15 May 2017.

Thank you in anticipation of your written Quotation. You will be advised if you have been selected as the successful Quoter in due course.

In the meantime, please direct any general and specification enquiries to Christopher Soulsby on 02 66 267058.

Yours sincerely

Christopher Soulsby