

NOTICE OF MEETING



EXTRAORDINARY TRANSPORT AND INFRASTRUCTURE ADVISORY COMMITTEE MEETING

An Extraordinary Transport and Infrastructure Advisory Committee Meeting of Byron Shire Council will be held as follows:

Venue	Council Chamber, Station Street, Mullumbimby
Date	Tuesday, 13 February 2018
Time	11.30am

A handwritten signature in black ink, appearing to read 'Phil Holloway', is located in the lower left area of the page.

Phil Holloway
Director Infrastructure Services

CONFLICT OF INTERESTS

What is a “Conflict of Interests” - A conflict of interests can be of two types:

Pecuniary - an interest that a person has in a matter because of a reasonable likelihood or expectation of appreciable financial gain or loss to the person or another person with whom the person is associated.

Non-pecuniary – a private or personal interest that a Council official has that does not amount to a pecuniary interest as defined in the Local Government Act (eg. A friendship, membership of an association, society or trade union or involvement or interest in an activity and may include an interest of a financial nature).

Remoteness – a person does not have a pecuniary interest in a matter if the interest is so remote or insignificant that it could not reasonably be regarded as likely to influence any decision the person might make in relation to a matter or if the interest is of a kind specified in Section 448 of the Local Government Act.

Who has a Pecuniary Interest? - a person has a pecuniary interest in a matter if the pecuniary interest is the interest of the person, or another person with whom the person is associated (see below).

Relatives, Partners - a person is taken to have a pecuniary interest in a matter if:

- The person's spouse or de facto partner or a relative of the person has a pecuniary interest in the matter, or
- The person, or a nominee, partners or employer of the person, is a member of a company or other body that has a pecuniary interest in the matter.

N.B. “Relative”, in relation to a person means any of the following:

- (a) the parent, grandparent, brother, sister, uncle, aunt, nephew, niece, lineal descends or adopted child of the person or of the person's spouse;
- (b) the spouse or de facto partners of the person or of a person referred to in paragraph (a)

No Interest in the Matter - however, a person is not taken to have a pecuniary interest in a matter:

- If the person is unaware of the relevant pecuniary interest of the spouse, de facto partner, relative or company or other body, or
- Just because the person is a member of, or is employed by, the Council.
- Just because the person is a member of, or a delegate of the Council to, a company or other body that has a pecuniary interest in the matter provided that the person has no beneficial interest in any shares of the company or body.

Disclosure and participation in meetings

- A Councillor or a member of a Council Committee who has a pecuniary interest in any matter with which the Council is concerned and who is present at a meeting of the Council or Committee at which the matter is being considered must disclose the nature of the interest to the meeting as soon as practicable.
- The Councillor or member must not be present at, or in sight of, the meeting of the Council or Committee:
 - (a) at any time during which the matter is being considered or discussed by the Council or Committee, or
 - (b) at any time during which the Council or Committee is voting on any question in relation to the matter.

No Knowledge - a person does not breach this Clause if the person did not know and could not reasonably be expected to have known that the matter under consideration at the meeting was a matter in which he or she had a pecuniary interest.

Participation in Meetings Despite Pecuniary Interest (S 452 Act)

A Councillor is not prevented from taking part in the consideration or discussion of, or from voting on, any of the matters/questions detailed in Section 452 of the Local Government Act.

Non-pecuniary Interests - Must be disclosed in meetings.

There are a broad range of options available for managing conflicts & the option chosen will depend on an assessment of the circumstances of the matter, the nature of the interest and the significance of the issue being dealt with. Non-pecuniary conflicts of interests must be dealt with in at least one of the following ways:

- It may be appropriate that no action be taken where the potential for conflict is minimal. However, Councillors should consider providing an explanation of why they consider a conflict does not exist.
- Limit involvement if practical (eg. Participate in discussion but not in decision making or vice-versa). Care needs to be taken when exercising this option.
- Remove the source of the conflict (eg. Relinquishing or divesting the personal interest that creates the conflict)
- Have no involvement by absenting yourself from and not taking part in any debate or voting on the issue as if the provisions in S451 of the Local Government Act apply (particularly if you have a significant non-pecuniary interest)

RECORDING OF VOTING ON PLANNING MATTERS

Clause 375A of the Local Government Act 1993 – Recording of voting on planning matters

- (1) In this section, **planning decision** means a decision made in the exercise of a function of a council under the Environmental Planning and Assessment Act 1979:
 - (a) including a decision relating to a development application, an environmental planning instrument, a development control plan or a development contribution plan under that Act, but
 - (b) not including the making of an order under Division 2A of Part 6 of that Act.
- (2) The general manager is required to keep a register containing, for each planning decision made at a meeting of the council or a council committee, the names of the councillors who supported the decision and the names of any councillors who opposed (or are taken to have opposed) the decision.
- (3) For the purpose of maintaining the register, a division is required to be called whenever a motion for a planning decision is put at a meeting of the council or a council committee.
- (4) Each decision recorded in the register is to be described in the register or identified in a manner that enables the description to be obtained from another publicly available document, and is to include the information required by the regulations.
- (5) This section extends to a meeting that is closed to the public.

BYRON SHIRE COUNCIL
EXTRAORDINARY TRANSPORT AND INFRASTRUCTURE ADVISORY COMMITTEE MEETING

BUSINESS OF MEETING

1. APOLOGIES

2. DECLARATIONS OF INTEREST – PECUNIARY AND NON-PECUNIARY

3. ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

3.1 Transport and Infrastructure Advisory Committee Meeting held on 16 November 2017

4. STAFF REPORTS

Infrastructure Services

- 4.1 Transport Asset Management Plan Draft Communication Strategy4
- 4.2 Byron Bay (Browning St) to Suffolk Park (Clifford St) Cycleway Investigation 12

STAFF REPORTS - INFRASTRUCTURE SERVICES

Report No. 4.1 Transport Asset Management Plan Draft Communication Strategy

Directorate: Infrastructure Services

Report Author: Blyth Short, Asset Management Coordinator

File No: I2018/75

Theme: Community Infrastructure
Asset Management

Summary:

The Transport Asset Management Plan (TAMP) draft communication strategy has been prepared Attachment 1 (E2017/109201).

The 28 day public exhibition period is planned for April 2018.

RECOMMENDATION:

That the draft Communication Strategy for Transport Asset Management Plan (TAMP) is noted.

Attachments:

- 1 Draft Transport Asset Management Plan Draft Communication Strategy, E2018/9492 , page 6 [↓](#)

Report

The draft communication strategy has been prepared (E2017/109201) in readiness for the potential public exhibition period of April 2018.

The objectives of the communication strategy are to:

1. Inform the broad community of the TAMP and communicate via a wide variety of existing communication preferences.
2. Consult the community about customer levels of service and explain:
 - what transport facilities and levels of service that the council provides
 - the current condition of these services and facilities
 - the cost associated to maintain them into the future
 - any challenges facing the council in providing these services
3. Involve the Transport and Traffic Advisory Committee to obtain specific feedback around Customer Levels of Service tables.

These objectives are in accordance with the NSW Office of Local Government.

The communication plan is to include:

- Emails to specific parties e.g. Staff, Bus companies and taxis
- Web site notice
- Public notice advert
- Advertisements in Byron Shire Echo and Byron Shire News
- E-news general
- Media release
- Council report
- Social media
- Survey – online to further investigate transport customer levels of service
- Display boards in foyer and staff notice boards
- Project Reference Group – Transport and Traffic Advisory Committee (TIAC)
- One-on-one briefing – TIAC stakeholder

Financial Implications

The TAMP is a key planning document supporting asset management which promotes a sustainable basis for the ongoing delivery of services.

Statutory and Policy Compliance Implications

The TAMP has been developed in accordance with template provisions in the International Infrastructure management Manual which is the key asset management guidance document for council.

Attachment 1 Draft Communication Strategy Transport Asset Management Plan (E2017/109201)



Communication and Engagement Plan

#E2017/109201

Project name	Transport Asset Management Plan
When	March to March 2018
Background	<p>Byron Shire Council's transport assets enable the community to access and enjoy a range of services and facilities that Byron has to offer. It has an asset replacement value of \$364 million for transport and \$64 million for stormwater, as at 30 June 17. The efficient management of these transportation assets is vital to provide safe, reliable and efficient services.</p> <p>Failure to adequately plan for the replacement of these existing assets and the development of new assets will result in assets not meeting the needs of the community now, and into the future.</p> <p>This Transport Asset Management Plan demonstrates how Council will achieve its strategic asset management outcomes by applying responsible and effect asset management planning. The key elements of infrastructure asset management are:</p> <ul style="list-style-type: none"> • Taking a life cycle approach • Developing cost-effective management strategies for the long term • Providing a defined level of service and monitoring performance • Understanding and meeting the demands of growth through demand management and infrastructure investment • Managing risks associated with asset failures • Sustainable use of physical resources • Continuous improvement in asset management practices. <p>Council will measure the effectiveness and application of the asset management plan through:</p> <ul style="list-style-type: none"> • Stakeholder consultation • Regular condition and maintenance inspections • Continued use of Assetic Predictor® to predict renewal requirements • Continuous review and improvement to asset management practices • Key Performance Indicators (KPI) monitoring and recording
Governance	<p>The Transport Asset Management Plan is a requirement under the NSW LG Integrated planning and reporting framework. It forms apart of the Resourcing Strategy. The framework requires community engagement.</p> <p>The national framework on asset management and planning sets out a national direction for levels of service and consultation with communities. Relevant extracts from the 7 elements relating directly to Levels of Service are:</p> <p>Element 1 – Development of an asset management policy which:</p> <ul style="list-style-type: none"> • Broadly takes account of whole of life costing, service levels and financing options, and • Requires the adoption of an asset management plan informed by community consultation. <p>Element 2 – Strategy and planning. Asset management plans will:</p> <ul style="list-style-type: none"> • Provide information about assets, including particular actions required

	<p>to provide a defined level of service in the most cost-effective manner.</p> <p>Element 4 – Defining levels of service</p> <ul style="list-style-type: none"> • Establish service delivery needs and define service levels in consultation with the community, • Establish quality and cost standards for services to be delivered from assets, and • Regularly review their services in consultation with the community to determine the financial impact of a reduction, maintenance or increase in service. <p>(LGPMC, 2007, pp 3-5)</p> <p>The level of engagement is up to individual councils.</p>
Objectives	<ol style="list-style-type: none"> 1. Inform the broad community of the TAMP and communicate via a wide variety of existing communication preferences. 2. Consult the community about customer levels of service and explain: <ul style="list-style-type: none"> • what transport facilities and levels of service that the council provides • the current condition of these services and facilities • the cost associated to maintain them into the future • any challenges facing the council in providing these services 3. Involve via a project reference group such as the Transport and Traffic Advisory Committee to obtain specific feedback around Customer Levels of Service tables. <p>These objectives are in accordance with the NSW OLG.</p>
Challenges	<ol style="list-style-type: none"> 1. The community may not able to understand the Customer Levels of Service concepts within the document 2. The community's expectations of the transport services will be greater than available budgets and asset condition. 3. The document is large and will take time to read. Therefore, communication to the public must be interesting to want them to get involved. 4. The community may not register the importance of this document despite continued feedback about its lack of satisfaction with respect to local roads. 5. The message about the TAMP may get lost or confuse people because of the Community Solutions Panel.
Key messages	<ol style="list-style-type: none"> 1. Inform the community of the TAMP highlighting: <ul style="list-style-type: none"> • what transport facilities and levels of service that the council provides • the current condition of these services and facilities • the cost associated to maintain them into the future • any challenges facing the council in providing these services 2. Inform and engage with the community about customer Levels of Service for Transport Assets.
Media spokesperson	?? Blyth or Phil Warner
Work contact	Blyth Short

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.1 - ATTACHMENT 1


	Asset Management Coordinator			
Emergency Services		NO	Tasked to whom?	When?
Potential level of impact	✓ Level 1 – high impact on local government area			
IAP2 Public Participation Spectrum	✓ Inform ✓ Consult ✓ Involve			
Stakeholders	Internal ✓ Staff ✓ Customer service ✓ Councillors ✓ Committee		External ✓ Ratepayers ✓ Residents ✓ Business organisations (eg Chambers) ✓ Progress Associations ✓ Local media	
Our promise	INFORM <i>We will keep you informed.</i>			
	INVOLVE <i>We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.</i>			
	CONSULT <i>We will work with you to ensure that your concerns and aspirations are considered in the alternative developed and provide feedback on how public input influenced the decision.</i>			
Evaluation	1. The number of submissions and online surveys will be reported to the Transport and Traffic Advisory Committee. 2. Number of submissions received during the public exhibition period. 3. Discussion of the TAMP in local media.			
Internal staff Do they need to be notified?	YES		Manager Assets and Major Projects	When?
Submitted to Director or Manager	YES	NO	Approved	When?
Reported to ET	YES	NO	Endorsed	When?
Reported to Council	YES	NO	Endorsed	When?

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.1 - ATTACHMENT 1

When designing your communication/engagement program, use the following matrix to help inform your decisions. The matrix is a guide only and there may be other methods that are applicable.

Essential  Desirable  Optional  NA Not Applicable

	Method/Action	Level 1 – high impact on Byron Shire	Level 2 – lower impact on Byron Shire	Level 3 – high impact on local area or group	Level 4 – lower impact on local area or group
INFORM	Letter/email to specific parties	YES			NA
	SMS	NA	NA		NA
	Website notice	YES			
	Letter box drop				
	Phone call		NA		NA
	Phone HOTLINE				
	Message on hold		NA		NA
	Public notice advert (BSN)	YES	NA		NA
	Echo advert	YES	NA		NA
	Northern Star		NA		NA
	Bay FM		NA		NA
	ZZZ2LM		NA		NA
	Television advert		NA	NA	NA
	E-news general	YES			
	Street signage				
	Variable Message Signage (VMS)		NA		NA
	Rates notice		NA		NA
	Media release	YES			
	Brochure/flyer		NA		NA
	Posters		NA		NA
	Display	YES	NA		NA
	Community Access Point		NA		NA
	Fact Sheet	YES	NA		NA
	FAQs		NA		NA
CONSULT	Council report	YES			
	Social Media	YES			
	E-news group (specific)				NA
	Drop in session		NA		
	One-on-one briefing – TIAC STAKEHOLDER	YES			
	Shop front display		NA		NA
	Farmers Market stand		NA		NA
	Survey - online	YES	NA		NA
	Survey - paper		NA		NA
	Public meeting (open)		NA		NA
	Stakeholder meeting - (by invitation)		NA		NA
	Focus Group				
	Public Exhibition	YES	NA		NA
	Site meeting/tour				
INVOLVE	Online discussion forum		NA		NA
	Project Reference Group - TIAC	YES	NA		NA
	Roundtable		NA		NA
COLLABORATE	Charette		NA		NA
	Deliberative Forum		NA		NA
	World Cafe		NA	NA	NA
	Summit		NA	NA	NA
EMPOWER	Community Reference Group	YES	NA		
	Independent Advisory Committee		NA	NA	NA
	Ballot		NA	NA	NA
	Citizen jury/panel		NA		NA

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.1 - ATTACHMENT 1

Communication/engagement action plan						
Action (Method) [Remove actions that are not applicable]	Objective [list number]	Stakeholders [list]	Note [additional info if required]	When [date]	Tasked to [Division/area]	Cost \$
Letters/emails to specific parties	1, 2, 3	Customers, commuters, staff	Staff, Bus companies, and taxis	2 April 18	Asset Management Coordinator	
3 Website notice	1, 2, 3,4	Customers, commuters, staff	Information to be on website including a link to TAMP document	2 April 18	Asset Management Coordinator	
8 Public notice advert (BSN)	1, 2, 3	Customers, commuters, staff	Customer Service (Kerry) to be main contact for this. Kerry Customer service	2 April 18	Asset Management Coordinator	
9 Advertisements in Byron Shire Echo and Byron Shire News	1, 2, 3	Customers, commuters, staff	Graphic designer to design ad. ¼ page. Graphic Designer & Link to TAMP document	2 April 18	Asset Management Coordinator	\$165
14 E-news general	1, 2, 3	Customers, commuters, staff	As required to let people know the document is on exhibition and to make a submission. Link to TAMP document	2 April 18	Media	
18 Media release	1, 2, 3	Customers, commuters, staff	1 or 2 media releases to let people know the document is on exhibition and to make a submission.	2 April 18	Media	
Fact Sheets	1,2,3,4,5	Customers	Info-graphic A4 sheets produced by Graphic Designer 8 sheets.	2 April 18	Asset Management Coordinator	\$850
25 Council report	1,2,3,4,5	Councillors		19 April 18	Asset Management Coordinator	
26 Social Media	1, 2, 3,5	Customers, commuters, staff	As required to let people know the document is on exhibition and to make a submission.	2 April 18	Media	

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.1 - ATTACHMENT 1

Communication/engagement action plan							
Action (Method) [Remove actions that are not applicable]	Objective [list number]	Stakeholders [list]	Note [additional info if required]	When [date]	Tasked to [Division/area]	Cost \$	
			Link to TAMP document and survey				
32	Survey - online	4, 5	Customers, commuters, staff	Link to TAMP document, Link from Bang the table	2 April 18	Asset Management Coordinator	
	Display	1, 2, 3,5	Customers, commuters, staff	Council Foyer and staff notice boards. Graphic Designer A0 poster.	2 April 18	Asset Management Coordinator	\$100
40	Project Reference Group	6,7	Members and staff	Transport and Traffic Advisory Committee	March 15 May 17	Asset Management Coordinator	
	TOTAL	\$1115					

Please note that implementation of the above actions/tasks dependent upon approved budgets and resourcing. Cost is estimated based on previous similar projects.

Frequently Asked Questions or Fact Sheet to be written for website and Have Your Say Byron Shire (Bang the Table)
 Mayor is going to start doing regular BAYFM spots so let's get him talking about this too.
 Advertising in school newsletters about TAMP
 Info on screen in Council foyer
 Briefing with Customer Service staff
 Briefing with Community Roundtable if timeframe permits.

Report No. 4.2 **Byron Bay (Browning St) to Suffolk Park (Clifford St) Cycleway Investigation**

Directorate: Infrastructure Services
Report Author: Daniel Strzina, Project Engineer
File No: I2018/173
Theme: Community Infrastructure
 Local Roads and Drainage

Summary:

The purpose of this report is to provide to TIAC a presentation on the findings of investigation works by Council's consultant, PSA Consulting in relation to resolution 17-403 (Broken Head Road Cycleway - Browning Street to Clifford Street) for final feedback, conclusion of the investigation and finalisation of the report.

COMMITTEE RECOMMENDATION:

1. That the Committee review the details within Byron Bay (Browning St) to Suffolk Park (Clifford St) Cycleway Investigation presentation (Attachment 1; E2018/9404) by PSA Consulting and provide final feedback to the consultant at the meeting to assist report finalisation.
2. That the draft final preferred concept design drawings (Attachments 2-5: E2018/9393, E2018/9399, E2018/9400, E2018/9402) and draft final report be finalised by PSA Consulting for reporting to the 13 March ordinary TIAC meeting, with the intention of further recommending to Council to adopt the recommendations within the final report and place the final report and proposed concept design drawings on public exhibition.

Attachments:

- 1 PDF of E2018 9404 0734_PSA_BSC_Byron Bay to Suffolk Park Cycleway Investigation_Presentation2, E2018/9483 , page 15 [↓](#)
- 2 0734_PSA_BSC_Byron Bay Cycleway_Preferred Option Concept Design - Northern_180206 v3s, E2018/9393 , page 57 [↓](#)
- 3 0734_PSA_BSC_Byron Bay Cycleway_Preferred Option Concept Design - Central_180206 v3s, E2018/9399 , page 62 [↓](#)
- 4 0734_PSA_BSC_Byron Bay Cycleway_Preferred Option Concept Design - Southern_180206 v3s, E2018/9400 , page 69 [↓](#)
- 5 0734_PSA_BSC_Byron Bay Cycleway_Preferred Option Concept Design - Cross-sections_180206 v3, E2018/9402 , page 72 [↓](#)

Background

25 May 2017: In NOM 9.2 - Byron Bay Cycleway Design and Implementation (File No: I2017/552), Council resolved to engage a cycleway expert to review the current state of on and off road cycleways between Browning St, Byron Bay and Clifford St, Suffolk Park, and to provide recommendations on cost effective options, as well as cost estimates and funding sources in a report to be provided to the TIAC. (Action Item: 17-201)

17 August 2017: Staff Report No. 4.3 - Broken Head Road Cycleway - Browning Street to Clifford Street (File No: I2017/1039) was provided to the TIAC who provided recommendations to Council that were resolved in Action Item 17-403 as follows:

17-403	<p>Resolved that Council adopt the following Committee Recommendation(s):</p> <p>Report No. 4.3 Broken Head Road Cycleway - Browning Street to Clifford Street File No: I2017/1039</p> <p><u>Committee Recommendation 4.3.1</u></p> <p>1. <i>That Council:</i></p> <ul style="list-style-type: none"> a) <i>note the report on the Broken Head Road Cycleway – Browning Street to Clifford Street;</i> b) <i>allocate the carried over 2016/17 budget for Broken Head Road Shared Cycleway to procure a report from a suitably qualified person to:</i> <ul style="list-style-type: none"> i) <i>preview existing shared path and cycleways on Broken Head Road and Bangalow Road, between Clifford Street and Browning Street, Byron Bay;</i> ii) <i>preview existing infrastructure against current standards and advise where upgrades may be required as part of the project;</i> iii) <i>provide options including indicative costings which meet the Roads and Maritime Services (RMS) warrants and would likely receive RMS approval for filling the missing links along the shared path between Clifford Street and Browning Street, Byron Bay;</i> iv) <i>identify which sections may be eligible for grant funding under the RMS Active Transport Grants Program; and</i> v) <i>undertake critical analysis for any proposed works including swept path analysis and considerations for emergency services</i> <p>2. <i>That the Consultants report be reported to an Extraordinary Meeting of the Transport and Infrastructure Advisory Committee.</i></p>
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15 September 2017: PSA Consulting was chosen as the favoured respondent to a Vendorpanel RFQ and engaged to undertake an investigation and report on findings and recommendations in a presentation to an extraordinary meeting of the TIAC (02 November 2017).

02 November 2017: PSA Consulting presented the findings of their investigation with four route options to TIAC. TIAC indicated their support for Option 1 in the Central and South sections of the route, and requested that further investigation of northern section be undertaken, along with a site visit to discuss potential options. PSA Consulting undertook further investigation and Council conducted a parking utilization assessment.

06 December 2017: TIAC and PSA Consulting undertook a site walkover of northern section and agreed that upon further investigation, the most suitable option for the northern section was one that incorporated unidirectional on-road cycle lanes on either side of the road, requiring removal of parking from the western side of the road and realignment of the road centerline. PSA Consulting then finalised the preferred option concept design for the entire corridor and present this to an Extraordinary meeting of TIAC on 13 February 2018 for final feedback, conclusion of the investigation and finalisation of the report.

Report

PSA Consulting are in the process of concluding the Byron Bay (Browning St) to Suffolk Park (Clifford St) Cycleway Investigation and have produced a preferred concept design based on the findings of their investigation and feedback from previous extraordinary TIAC meetings.

The presentation to TIAC will summarise their investigation and present the preferred concept design for the route. The purpose of this extraordinary meeting is to give Committee members an opportunity to provide final feedback to PSA Consulting prior to conclusion of the investigation and completion of the final report.

The desired outcome for this extraordinary meeting is for committee members to provide comments so that the draft final preferred concept designs and draft final report can be finalised by PSA Consulting for reporting to the 13 March ordinary TIAC meeting.

The final report will then be submitted to TIAC at the next ordinary meeting (13 March 2018), with the intention that TIAC make a recommendation to Council to adopt the recommendations within the final report and place the final report and proposed concept design on public exhibition.

Presentation Agenda

1. *Project Summary*
2. *User Profiles*
3. *Route Objectives*
4. *Parking Utilisation Assessment*
5. *Preferred Option Concept Design*
6. *Preferred Option Summary*
7. *Implementation and Staging*
8. *Strava Heat Maps*
9. *Next Steps*

Financial Implications

Financial implications are dependent on further reporting to Council and adoption of recommendations. There are no financial implications at this stage.

Statutory and Policy Compliance Implications

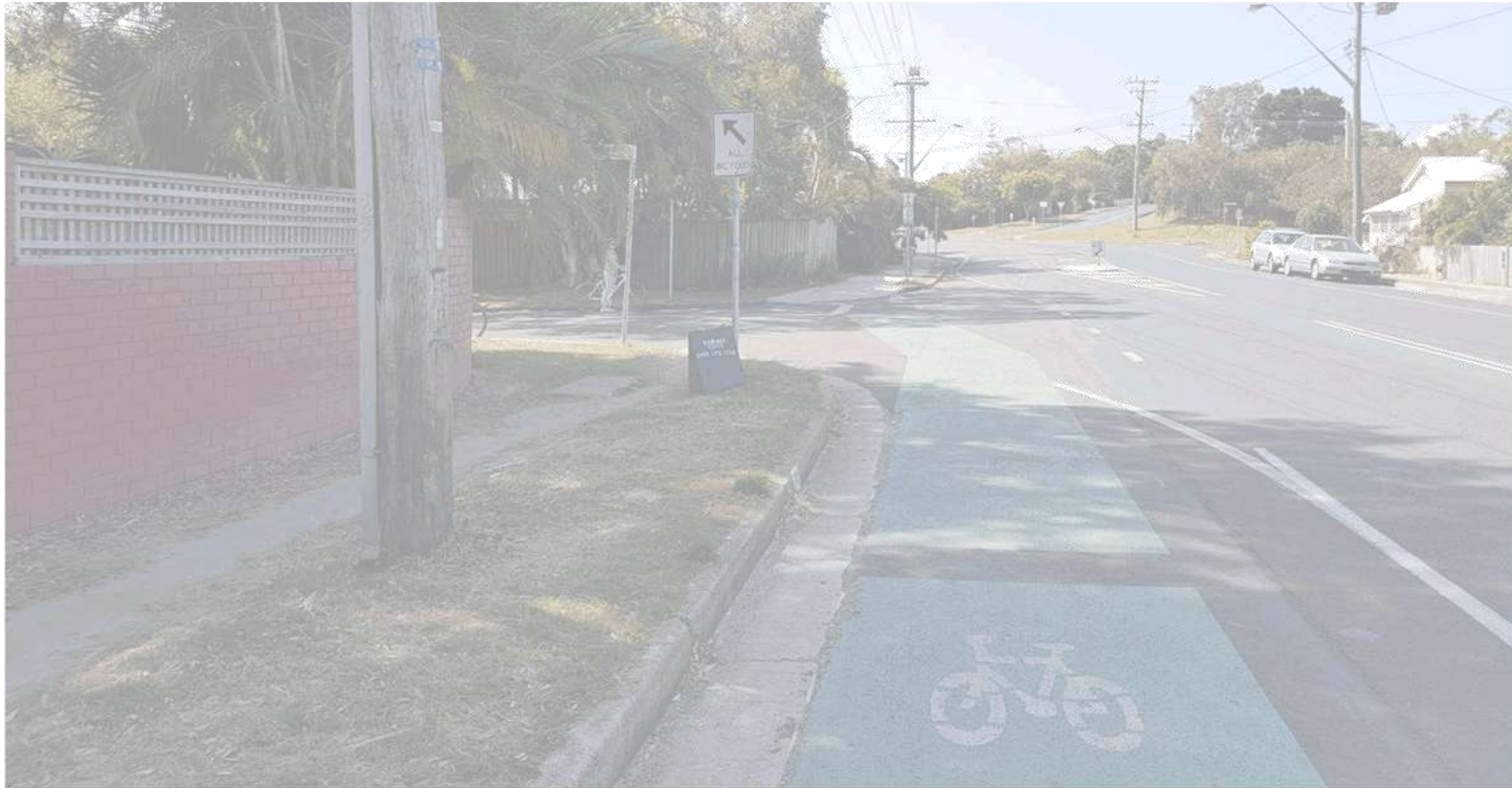
There are no Statutory and Policy Compliance Implications at this stage.



BYRON BAY TO SUFFOLK PARK CYCLEWAY INVESTIGATION

PRESENTATION TO TIAC

13 FEBRUARY 2018



TRANSPORT ENGINEERING | TOWN PLANNING | PROGRAM MANAGEMENT



PRESENTATION CONTENTS

- Project summary
- User profiles
- Route objectives
- Parking utilisation assessment
- Preferred option concept design
- Preferred option summary
- Implementation + staging
- Strava heat maps
- Next steps





PROJECT SUMMARY

September 2017

PSA engaged by Council engaged to review current shared path and on-road cycleways on Bangalow Road and Broken Head Road and provide recommendations on most effective means of completing link

November 2017

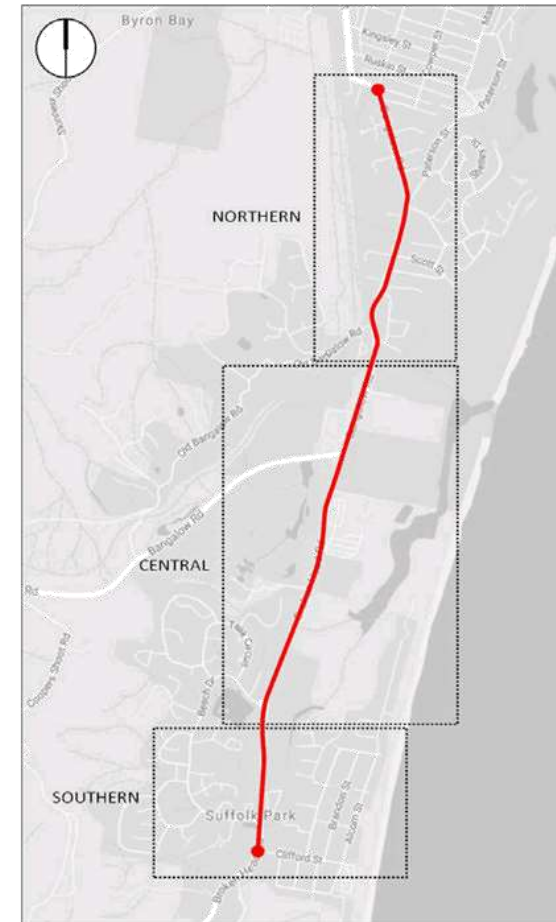
PSA presented four route options to TIAC. TIAC requested that additional investigation of northern section be undertaken. Council undertook parking utilisation assessment

December 2017

TIAC and PSA site walkover of northern section






January 2018

Revised concept design for entire corridor prepared by PSA and submitted to Council





USER PROFILES

School students		<ul style="list-style-type: none"> • Safe and convenient crossings • Clear understanding of priority • Sufficient path width and separation from vehicles • Connection to school paths
Families		<ul style="list-style-type: none"> • As above + • Water stations along corridor • Continuous route with high quality surfaces
Recreational users		<ul style="list-style-type: none"> • As above + • Attractive and pleasant environment • Connections to key attractors
Tourists		<ul style="list-style-type: none"> • As above + • Legible path network • Convenient, recognisable and easy to understand wayfinding
Confident cyclists		<ul style="list-style-type: none"> • Direct and efficient route with limited interruptions • Separation from pedestrians • Good sightlines and visibility between road users • Safe and convenient road crossings



ROUTE OBJECTIVES

“To provide a safe, legible and connected walk/cycle corridor between Byron Bay and Suffolk Park”

“To complete missing links and gaps in the existing corridor”

“To connect and facilitate direct access to key attractors and the broader walk and cycle network”

“To increase the convenience and attractiveness of walking and cycling in and between Byron Bay and Suffolk Park”



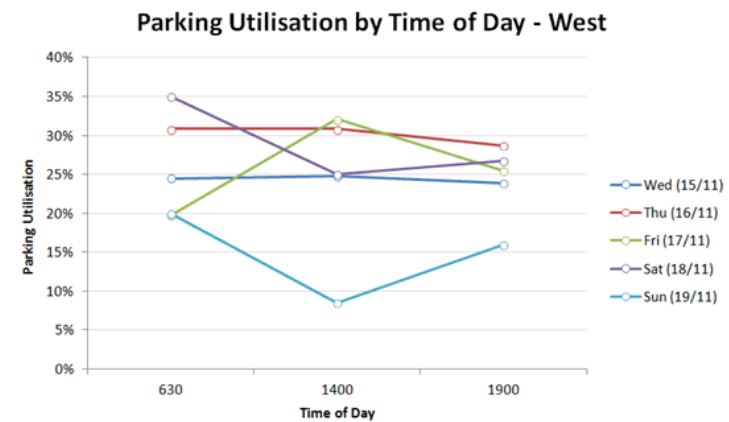
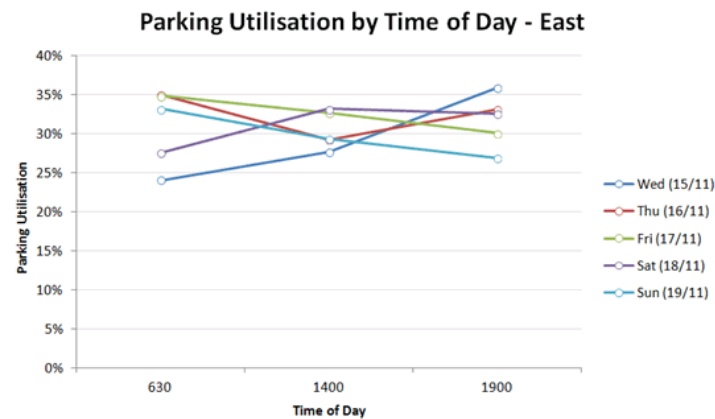
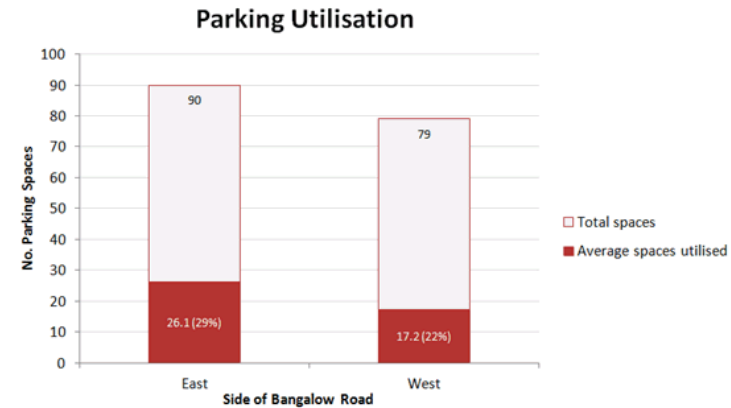
PARKING UTILISATION ASSESSMENT

Assessment details

- Northern section only (east and west)
- Wednesday 15th to Sunday 19th November 2017
- 6:30am, 2pm and 7pm
- 11am only on Saturday

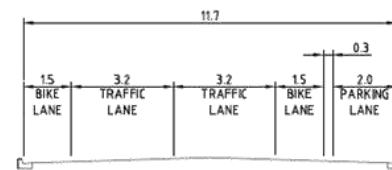
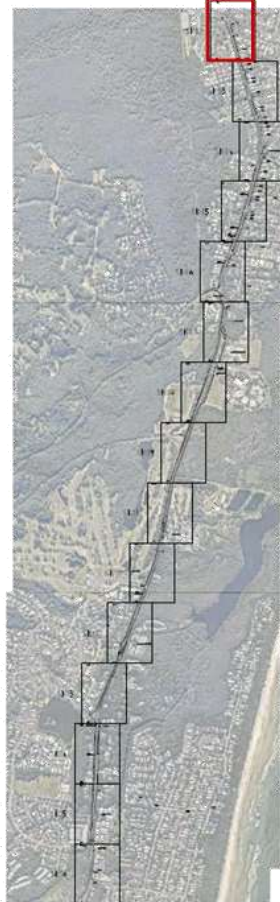
Key findings

- More parking spaces on east
- Low utilisation overall
- Comparatively higher utilisation on east

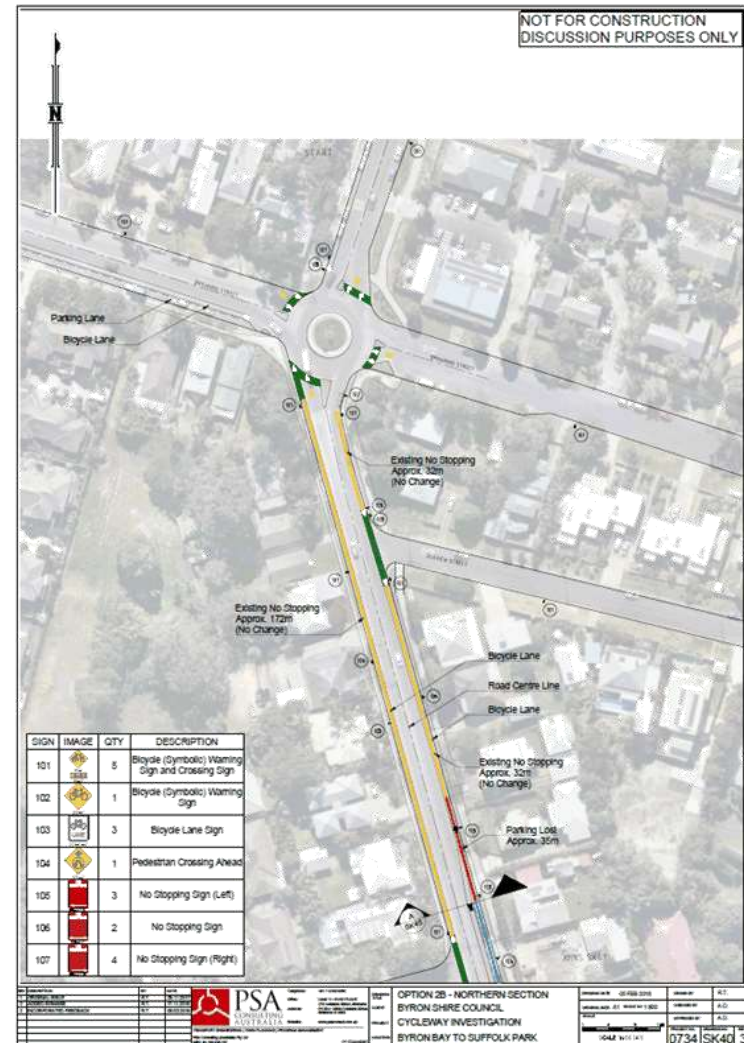




PREFERRED OPTION CONCEPT DESIGN - NORTHERN

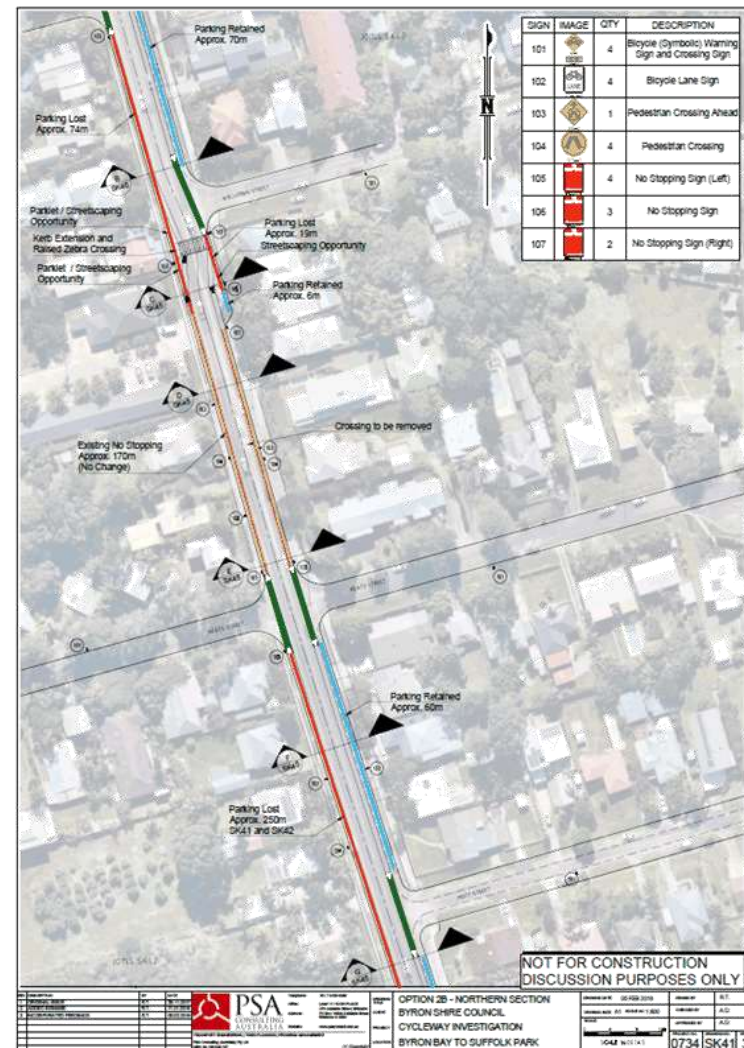
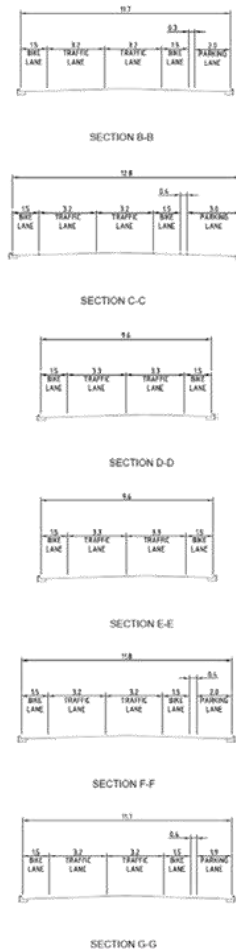
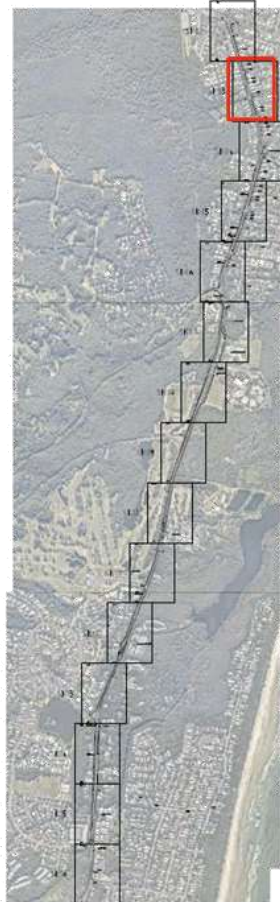


SECTION A-A





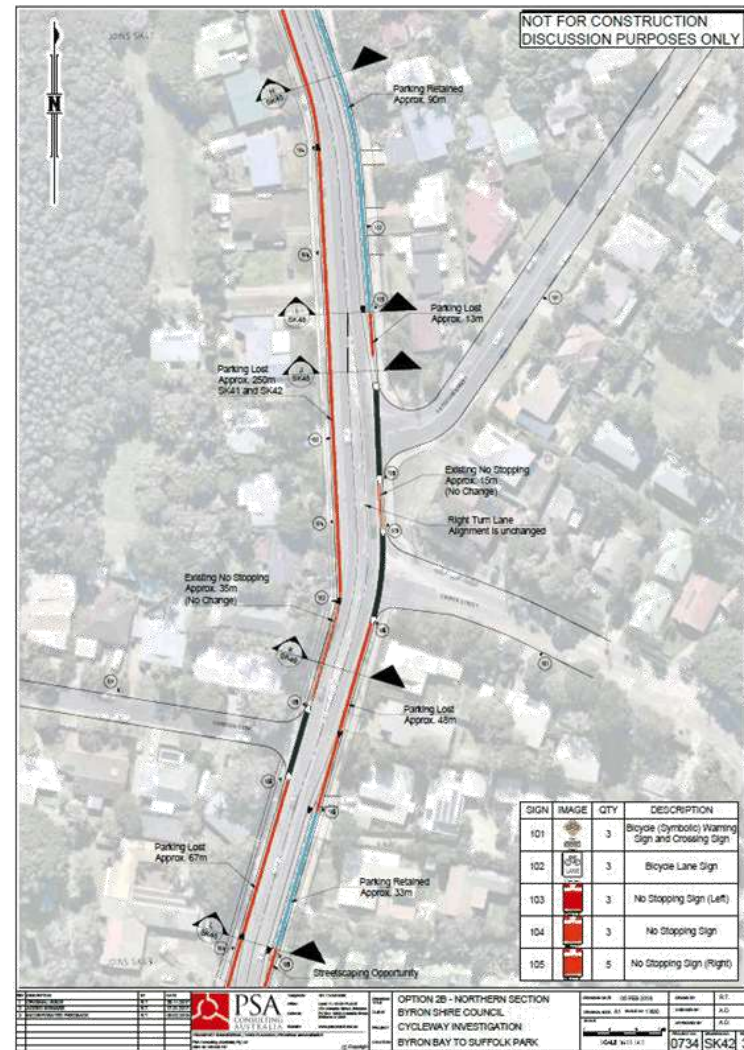
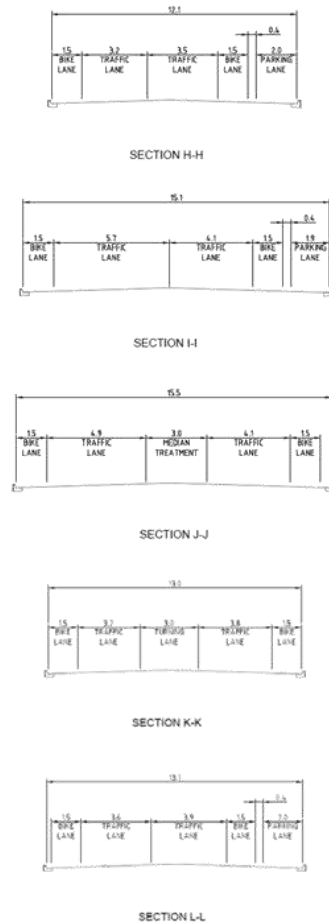
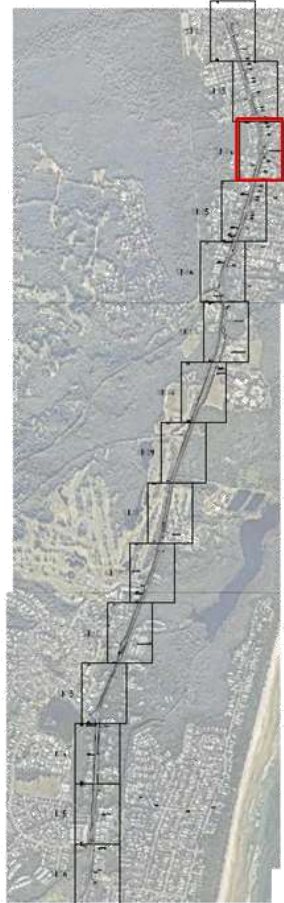
PREFERRED OPTION CONCEPT DESIGN - NORTHERN



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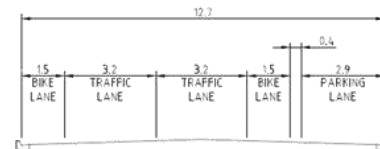
PREFERRED OPTION CONCEPT DESIGN - NORTHERN



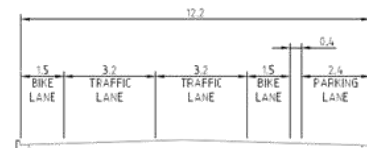
TRANSPORT ENGINEERING | TOWN PLANNING | PROGRAM MANAGEMENT



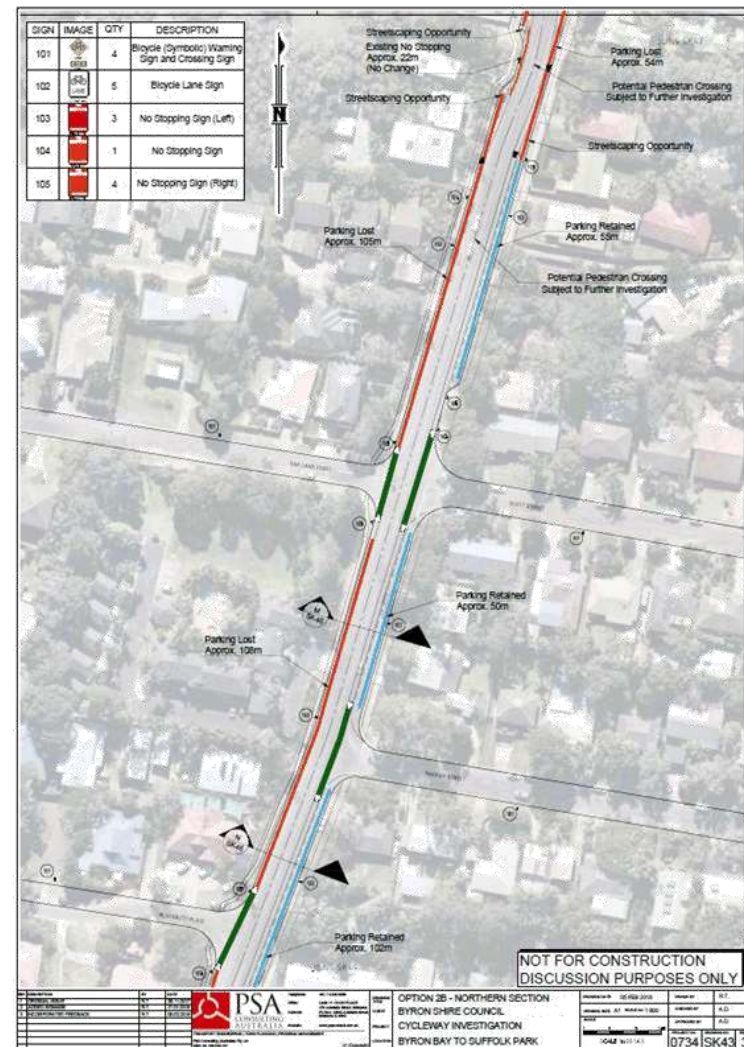
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SECTION M-M

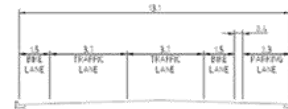


SECTION N-N

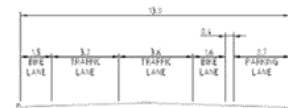




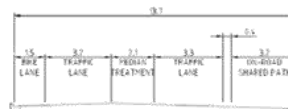
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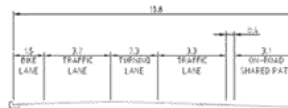
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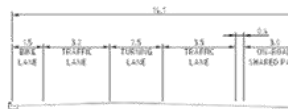
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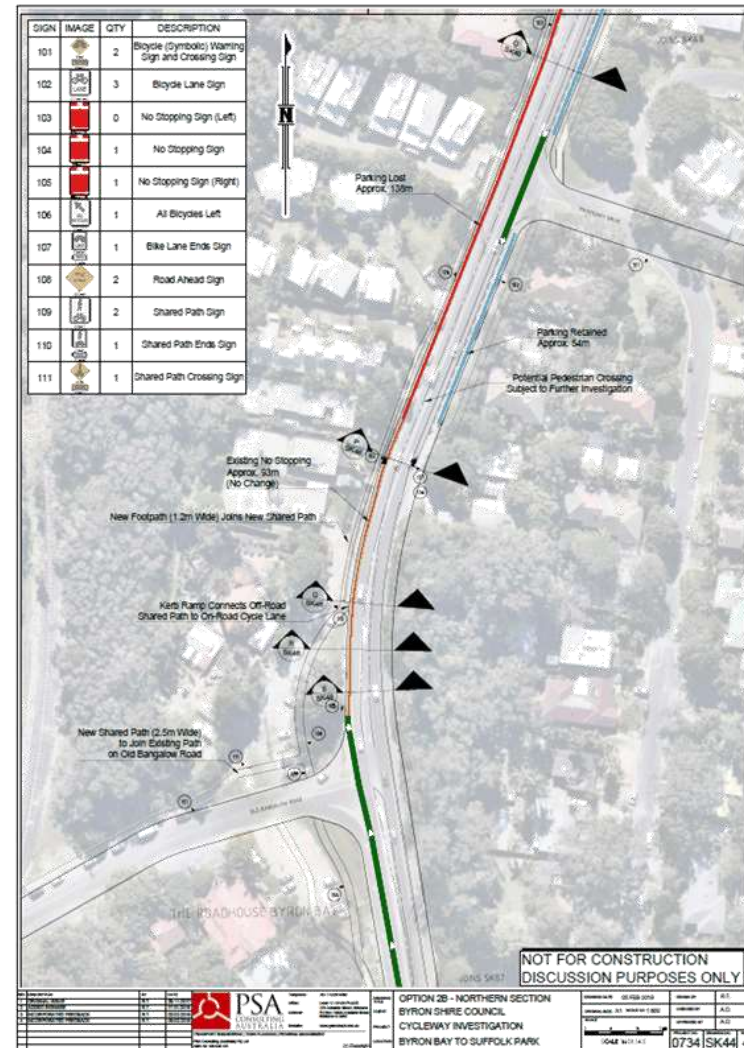
SECTION Q-Q



SECTION R-R

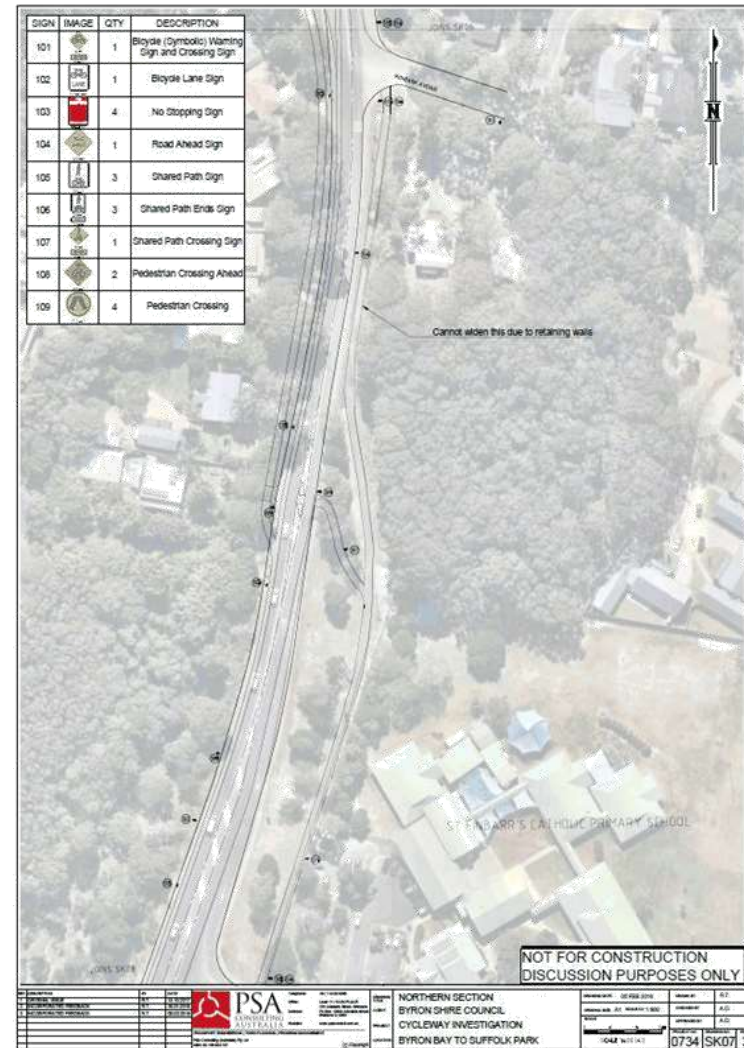
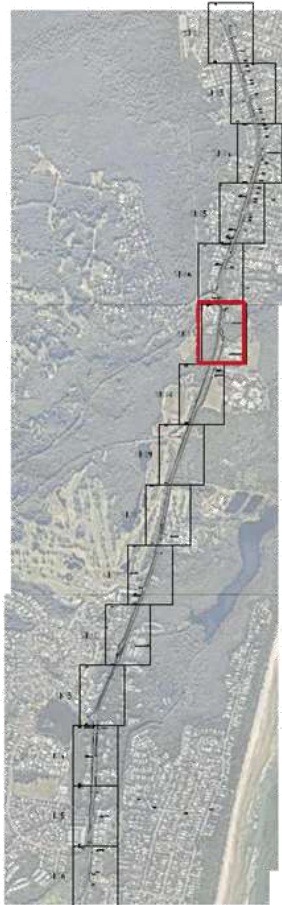


SECTION S-S





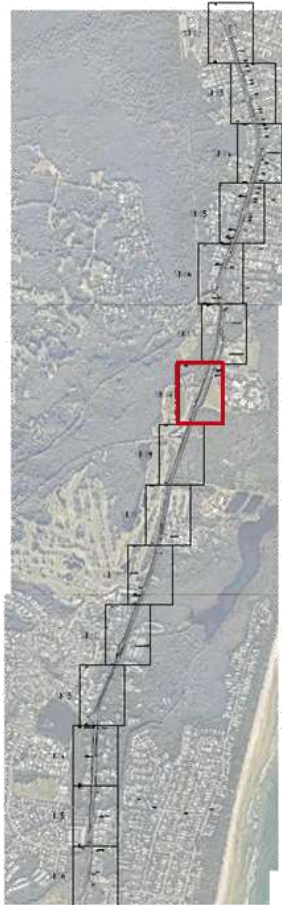
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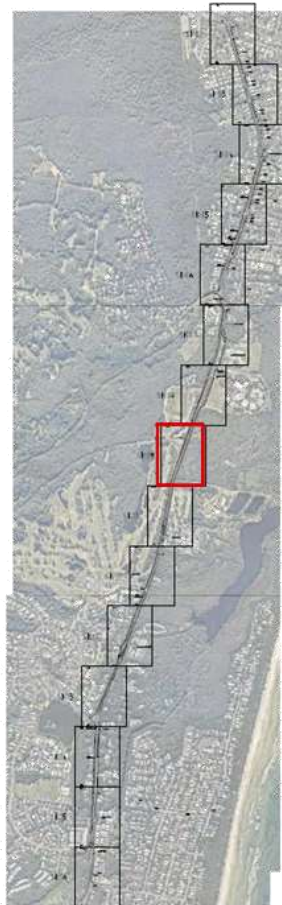


PREFERRED OPTION CONCEPT DESIGN - CENTRAL





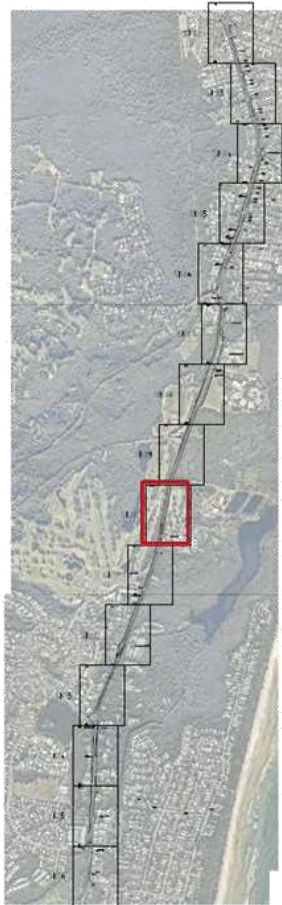
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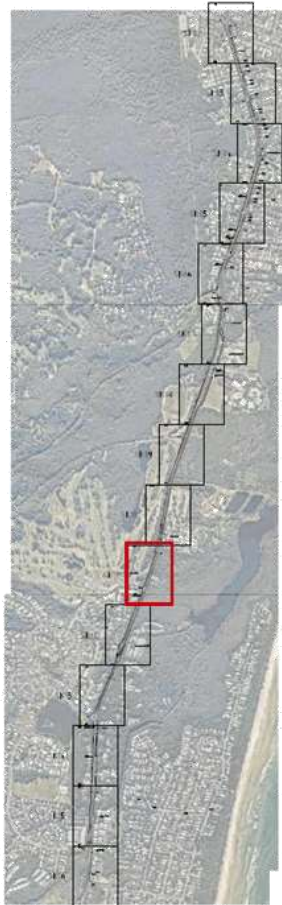
PREFERRED OPTION CONCEPT DESIGN - CENTRAL



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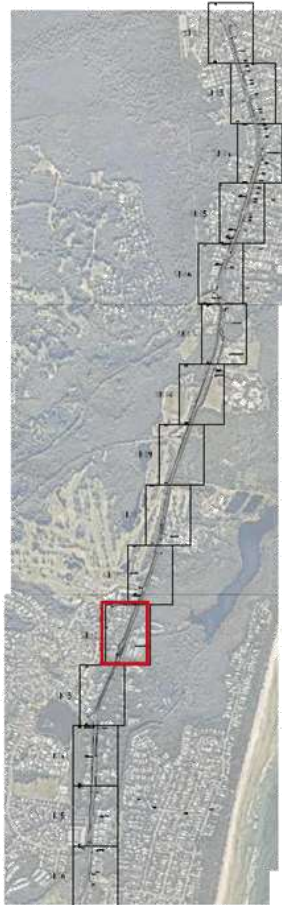


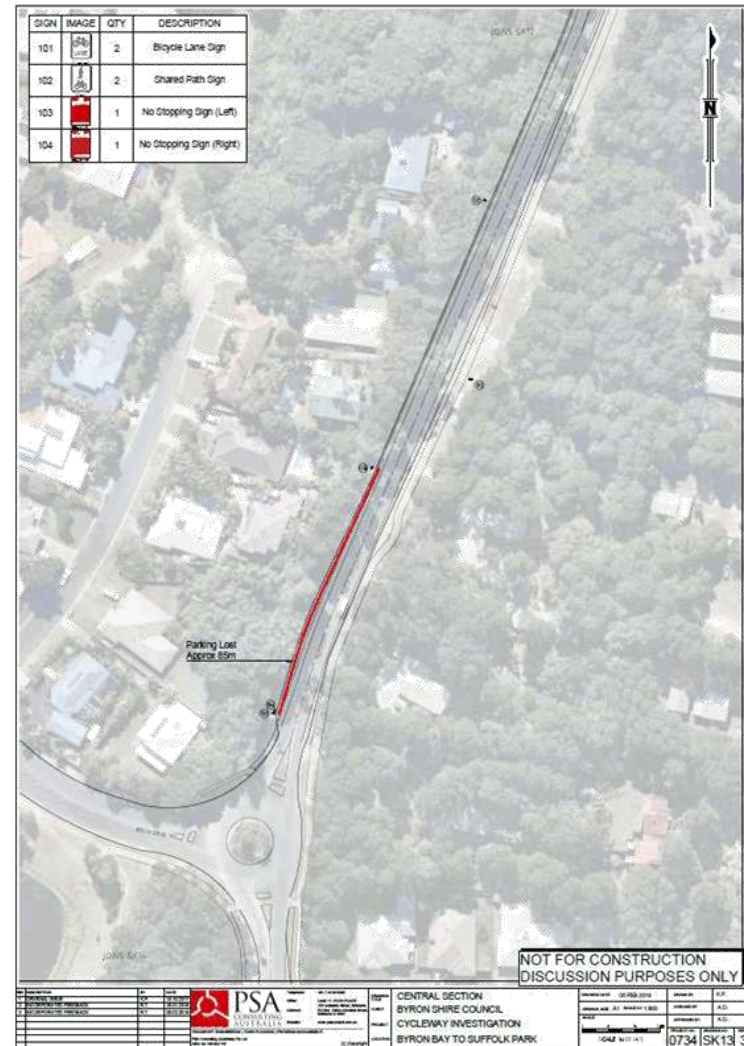
PREFERRED OPTION CONCEPT DESIGN - CENTRAL





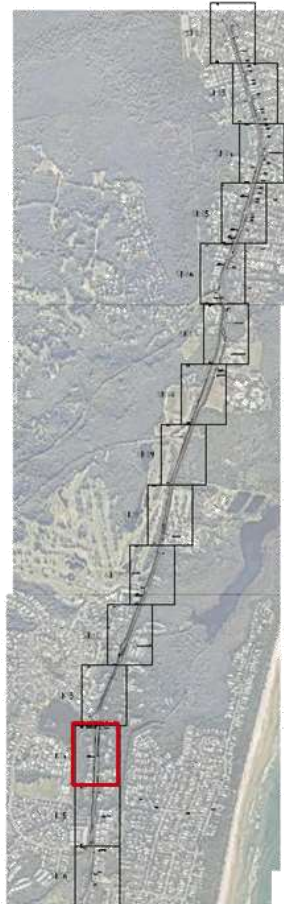
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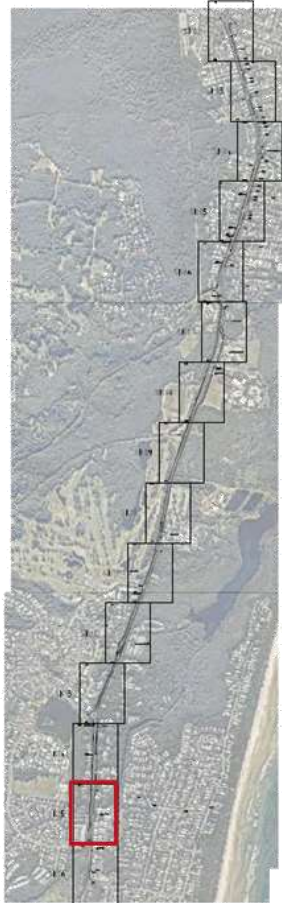


PREFERRED OPTION CONCEPT DESIGN - SOUTHERN





PREFERRED OPTION CONCEPT DESIGN - SOUTHERN

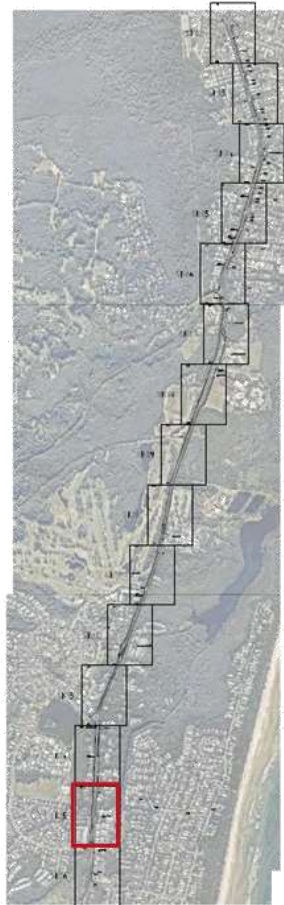


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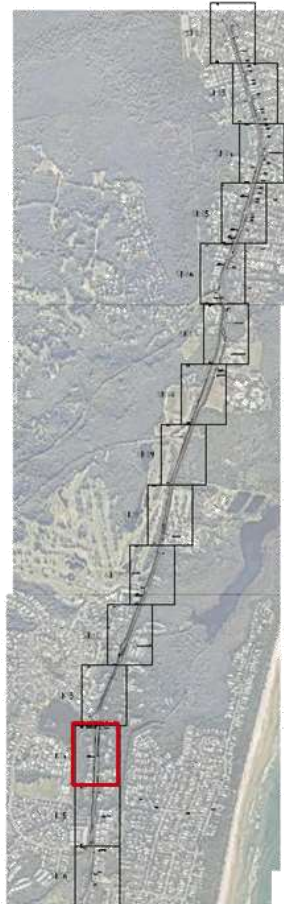
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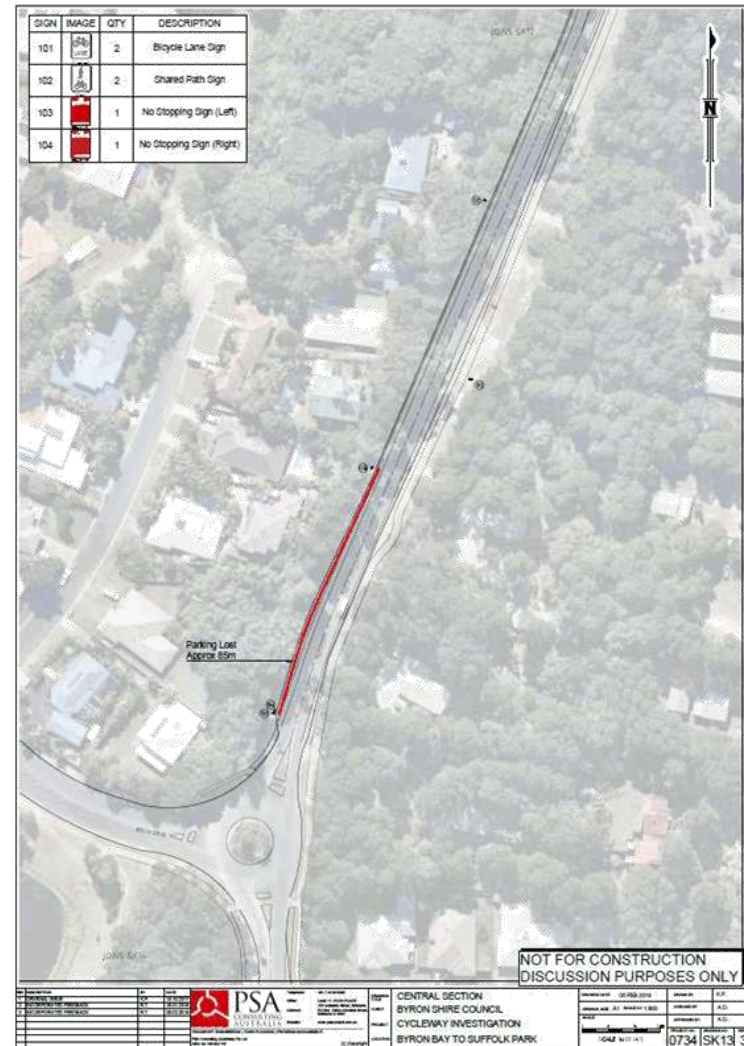


TRANSPORT ENGINEERING | TOWN PLANNING | PROGRAM MANAGEMENT



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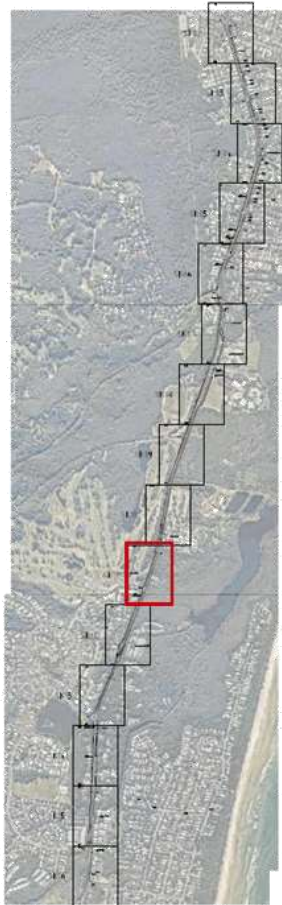








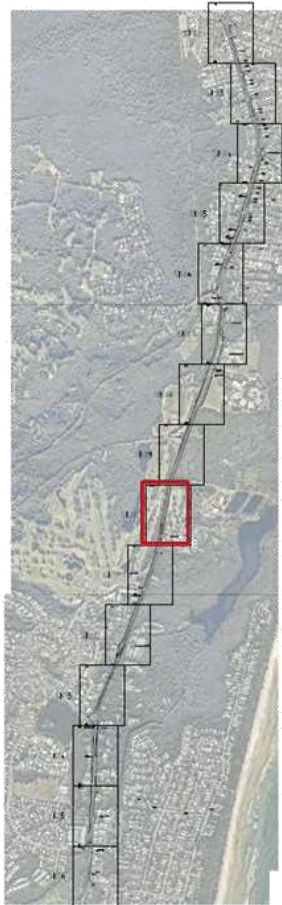
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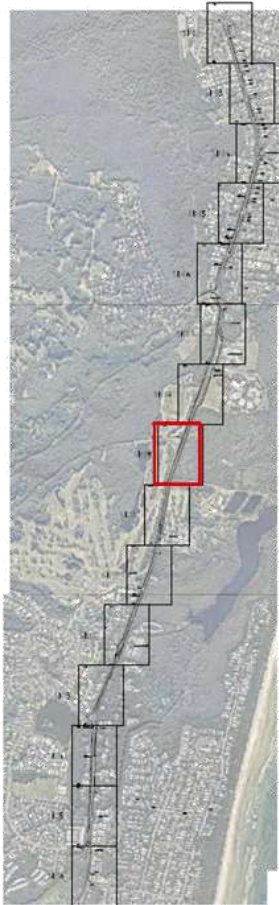
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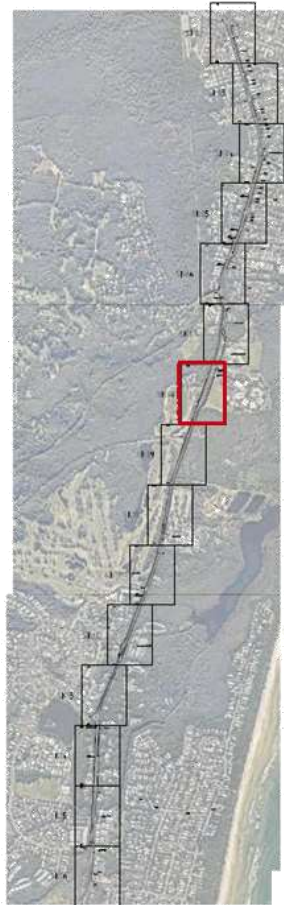


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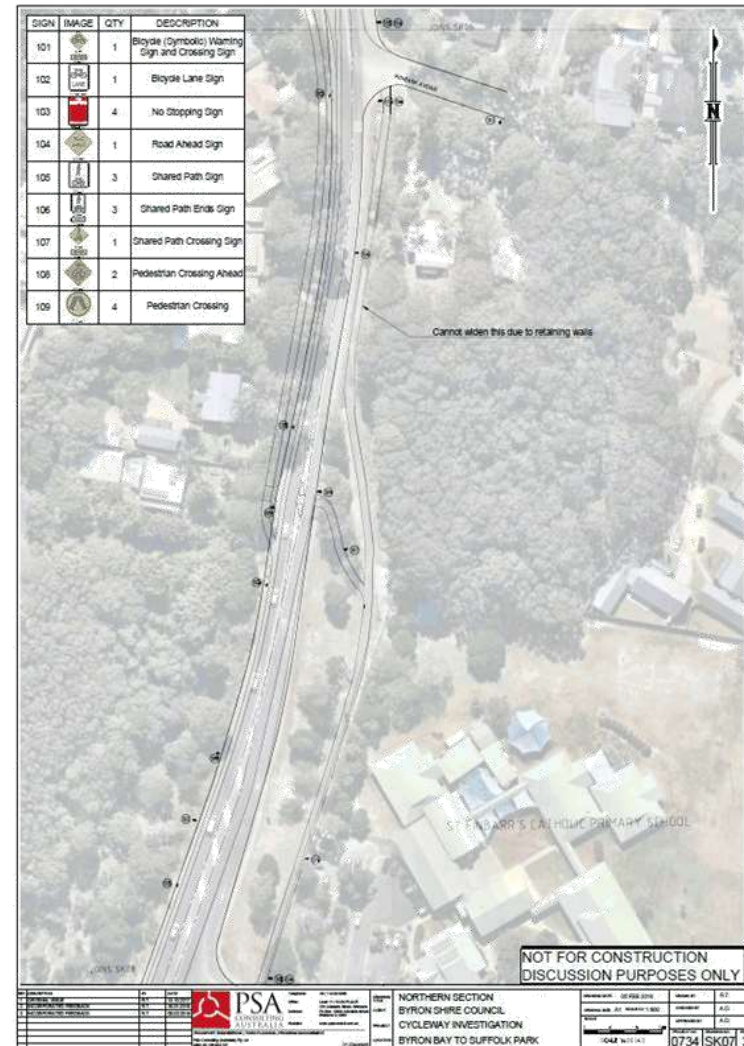
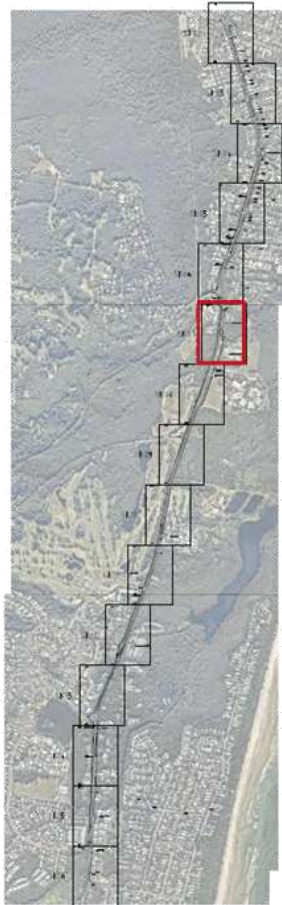


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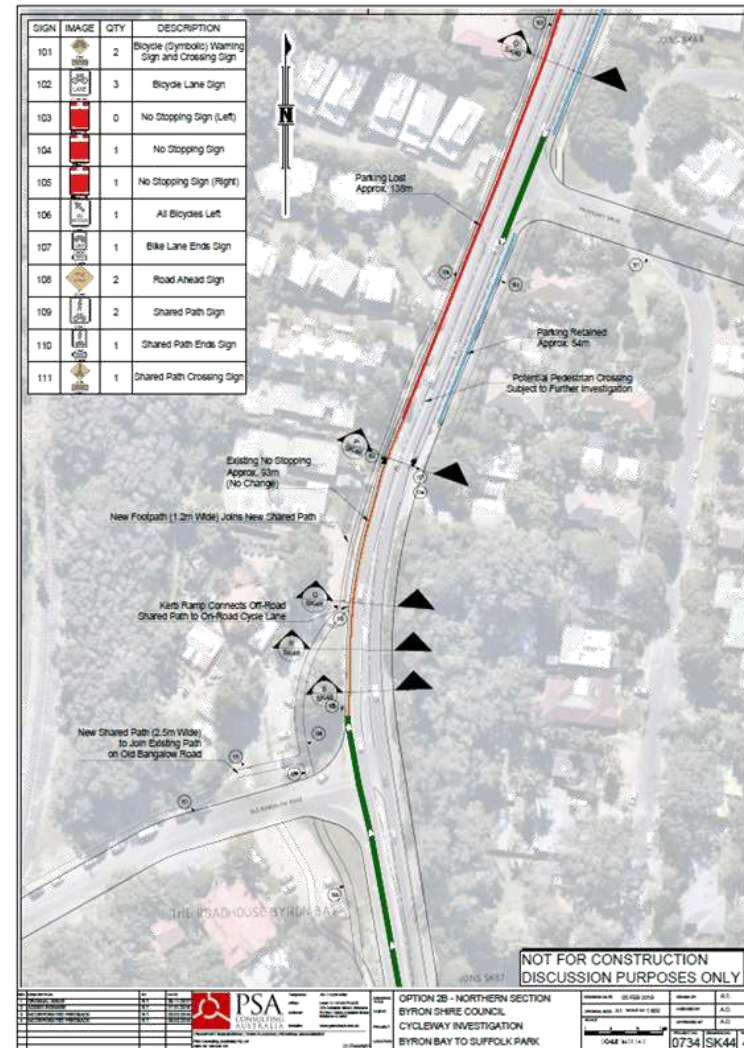
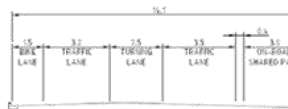
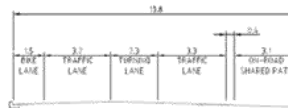
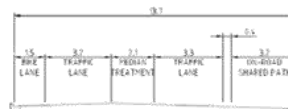
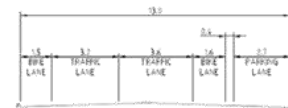
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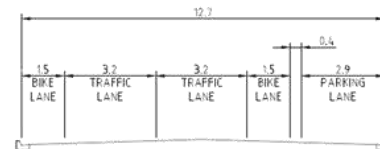


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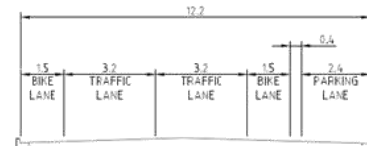




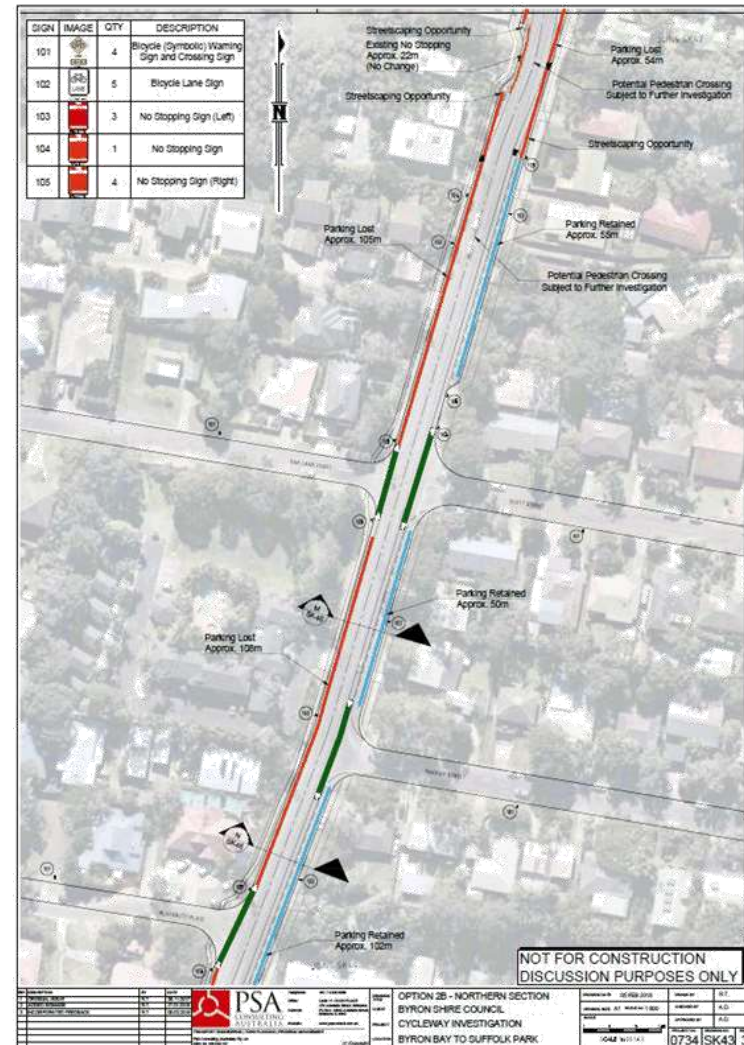
PREFERRED OPTION CONCEPT DESIGN - NORTHERN



SECTION M-M

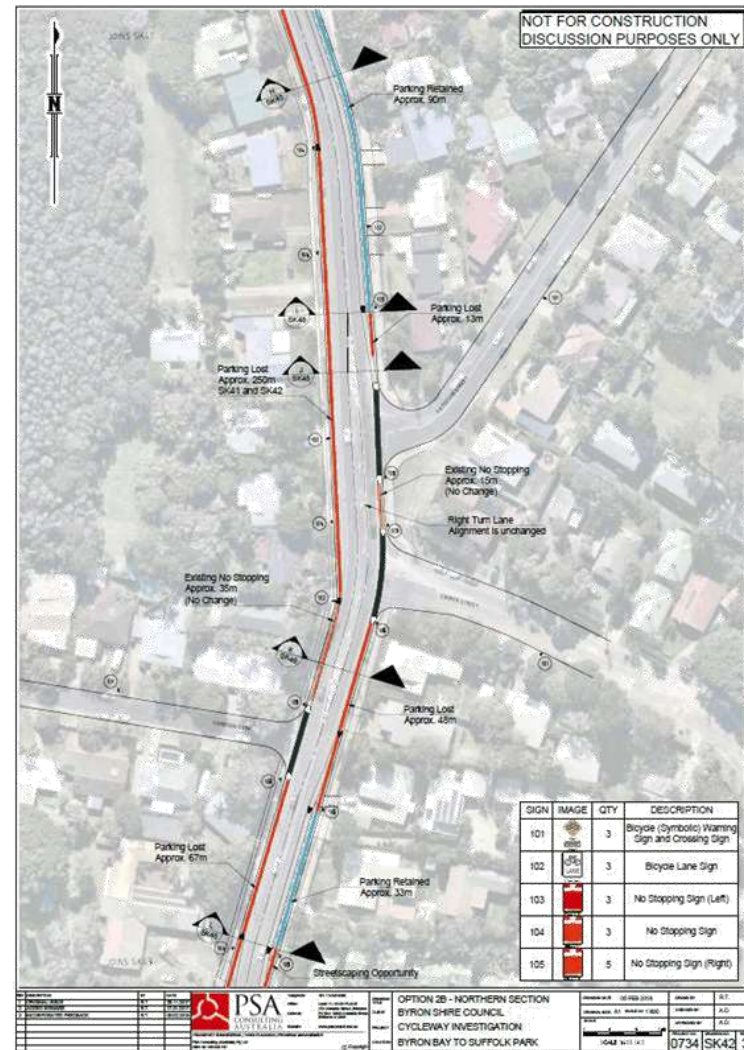
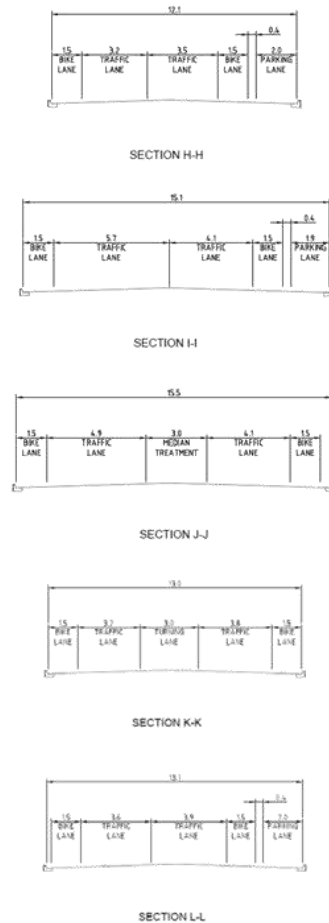
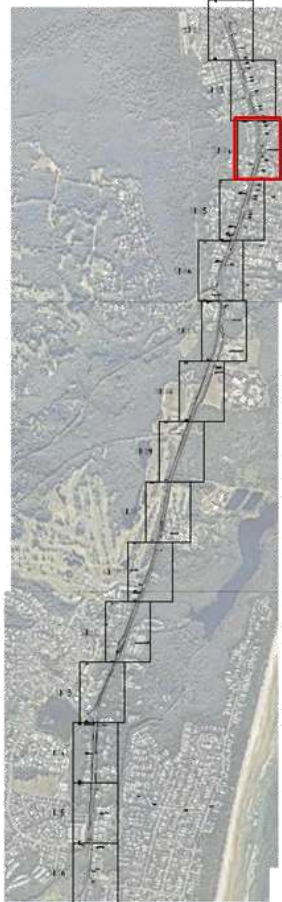


SECTION N-N





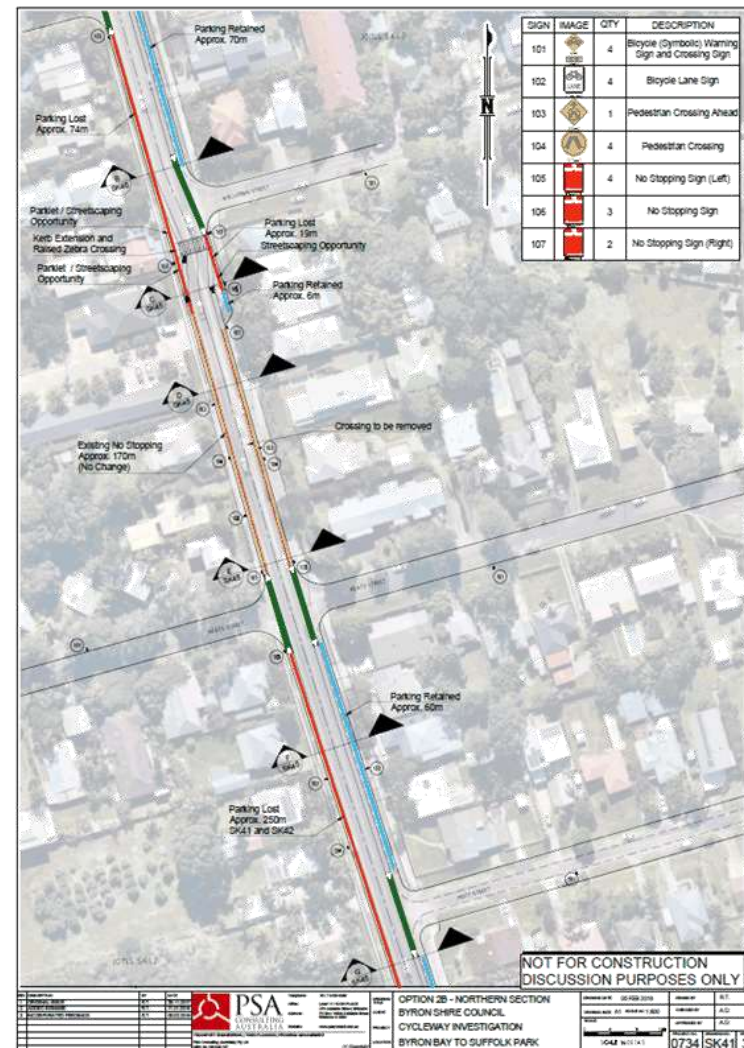
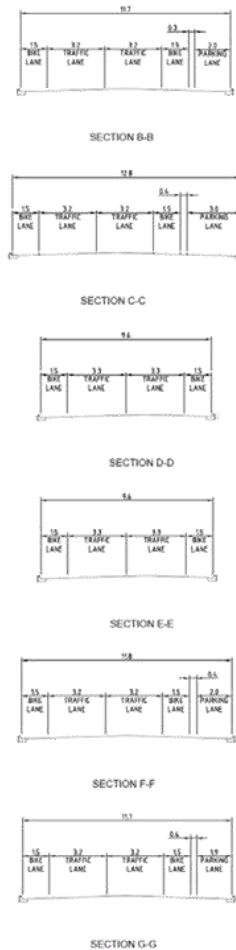
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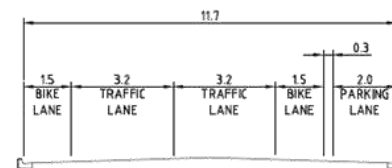
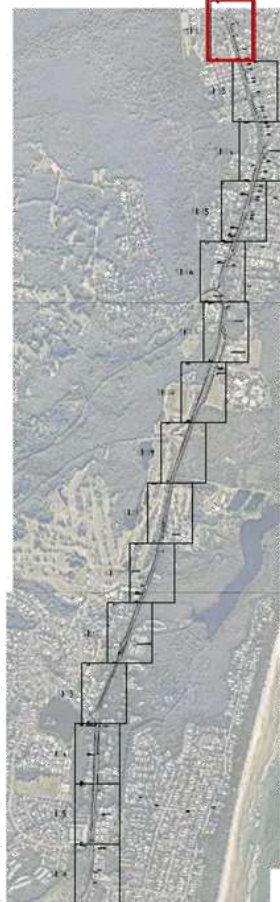
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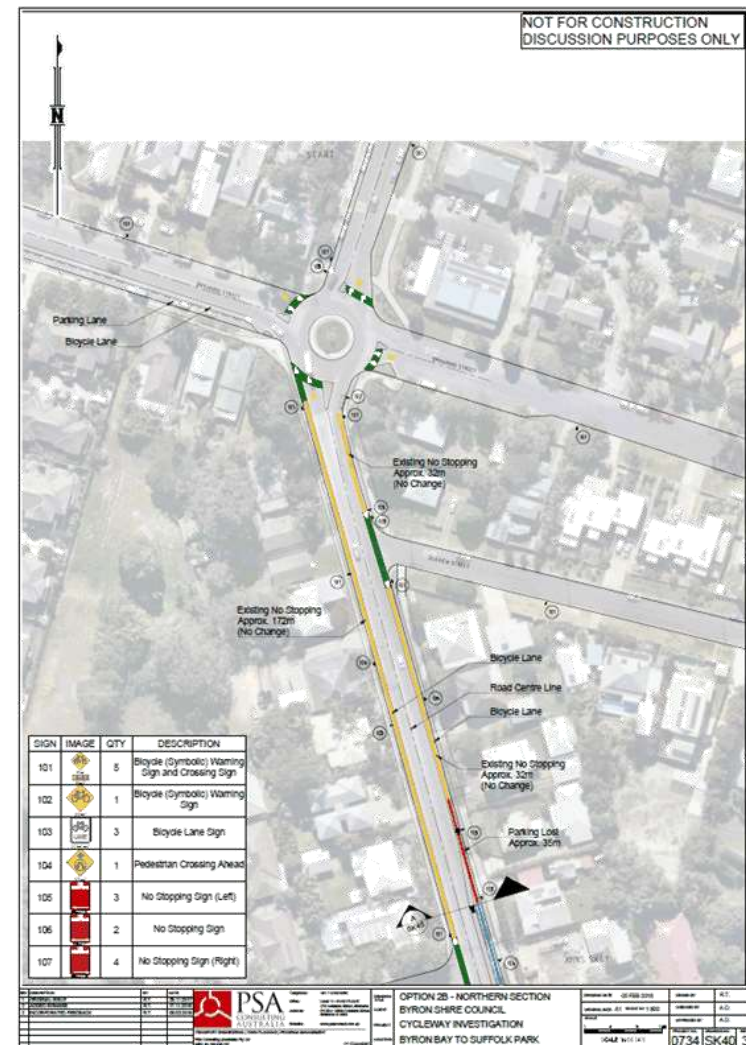
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PREFERRED OPTION CONCEPT DESIGN - NORTHERN



SECTION A-A





PREFERRED OPTION SUMMARY

ENTIRE CORRIDOR			
Item	Side of road		
	East	West	Total
Parking loss	169m	827m	996m
New/amended on-road cycle lane	1,924m	2,884m	4,808m
New/amended shared path	2,266 m	966m	3,232m
New/amended footpath	63m	1,113m	1,176m
New/amended crossings	-	-	4
Cost estimate	-	-	\$1.9M-\$2.35M

NORTHERN SECTION			
Item	Side of road		
	East	West	Total
Parking loss	169	742	911
New/amended on-road cycle lane	1270	1451	2721
New/amended shared path	0	126	126
New/amended footpath	0	438	438
New/amended crossings	-	-	1
Cost estimate	-	-	\$1M-\$1.2M

CENTRAL SECTION			
Item	Side of road		
	East	West	Total
Parking loss	0m	85m	85m
New/amended on-road cycle lane	654m	1,433m	2,087m
New/amended shared path	1,505m	840m	2,345m
New/amended footpath	38m	50m	88m
New/amended crossings	-	-	3
Cost estimate	-	-	\$0.6M-\$0.75M

SOUTHERN SECTION			
Item	Side of road		
	East	West	Total
Parking loss	0m	0m	0m
New/amended on-road cycle lane	0m	0m	0m
New/amended shared path	761m	0m	761m
New/amended footpath	25m	625m	650m
New/amended crossings	-	-	-
Cost estimate	-	-	\$0.3M-\$0.4M



IMPLEMENTATION + STAGING

Stage 1:

- The Byron at Byron resort to Beech Drive (north)

Stage 2:

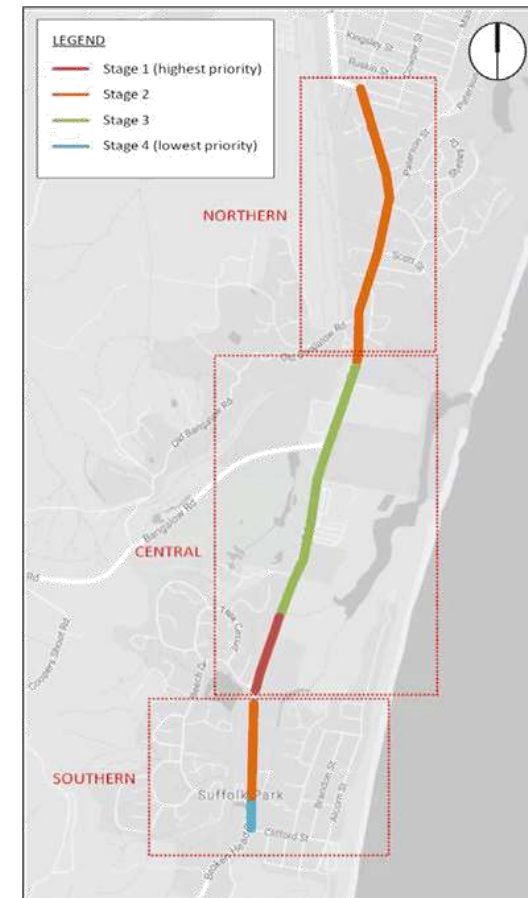
- Browning Street to the existing pedestrian crossing near St Finbarr's Catholic Primary School
- Beech Drive (north) to Beech Drive (south)

Stage 3:

- Existing pedestrian crossing near St Finbarr's Catholic Primary School to The Byron at Byron resort

Stage 4:

- Beech Drive (south) to Clifford Street





STRAVA HEAT MAPS – ENTIRE STUDY CORRIDOR

All activity (cycle, walk, water)



Cycle activity only

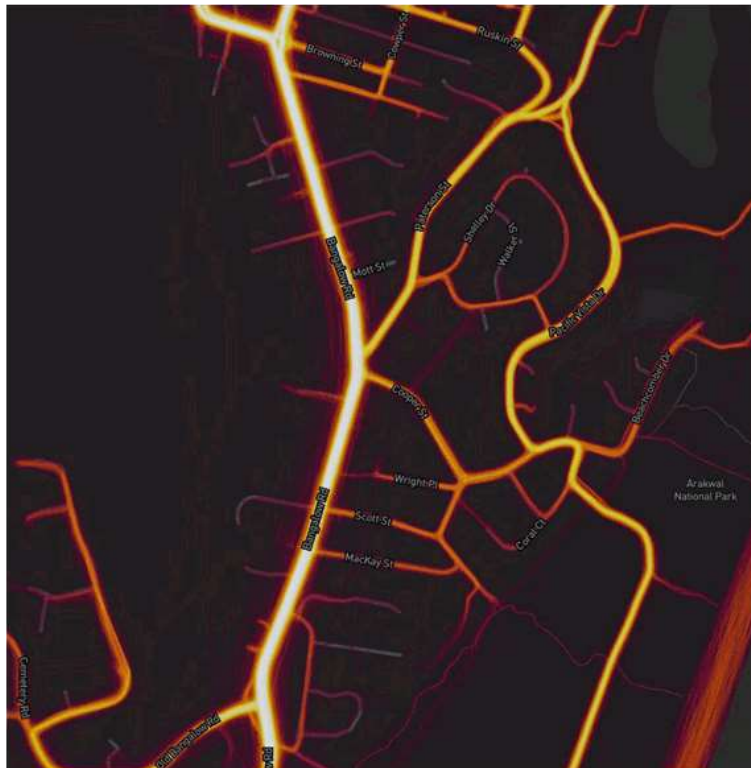


Source: <https://labs.strava.com/heatmap/#14.12/153.61717/-28.66235/hot/ride>



STRAVA HEAT MAPS – NORTHERN SECTION

Cycle activity only



Source: <https://labs.strava.com/heatmap/#14.12/153.61717/-28.66235/hot/ride>

Cycle activity only



Source: <https://labs.strava.com/heatmap/#14.12/153.61717/-28.66235/hot/ride>



STRAVA HEAT MAPS – SOUTHERN SECTION

Cycle activity only



Source: <https://labs.strava.com/heatmap/#14.12/153.61717/-28.66235/hot/ride>



NEXT STEPS

Project next steps – PSA

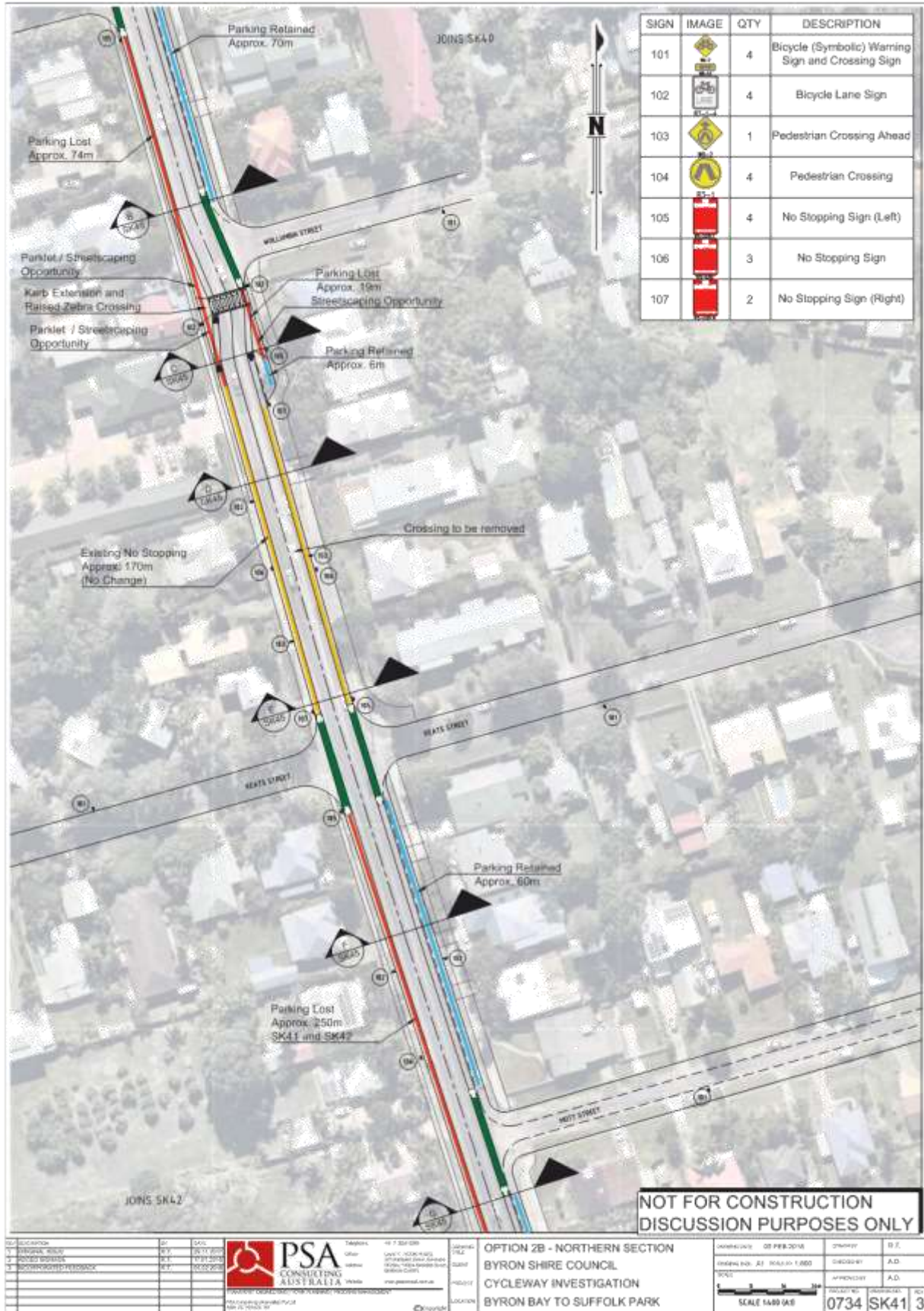
- Finalise preferred option
- Update and finalise report for submission (1st March 2018)

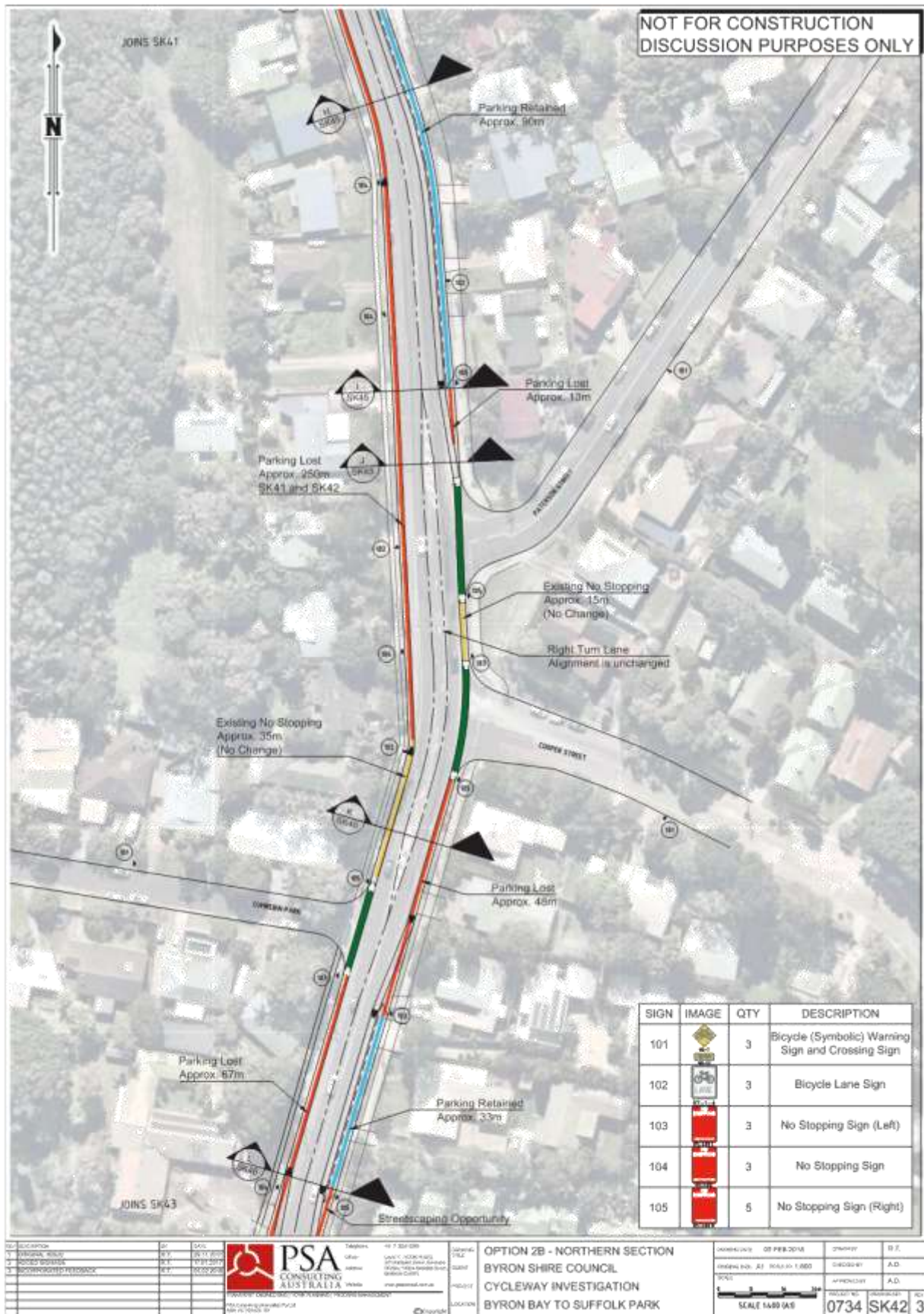
Project next steps – Council

- Submit PSA's final report to TIAC for 15th March 2018 ordinary meeting
- TIAC to recommend that Council note final report and adopt consultant's recommendations
- Council to note report and recommendations at 19th April 2018 Council Meeting, and resolve that:
 - Detailed design be undertaken
 - Project be place on public exhibition
 - Community consultation be undertaken
 - Feedback from community engagement be presented back to Council
- Infrastructure Services to undertake the above and present back to Council for final decision
- Await outcome from grant funding application and apply for further grants
- Plan and undertake staged construction

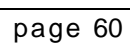


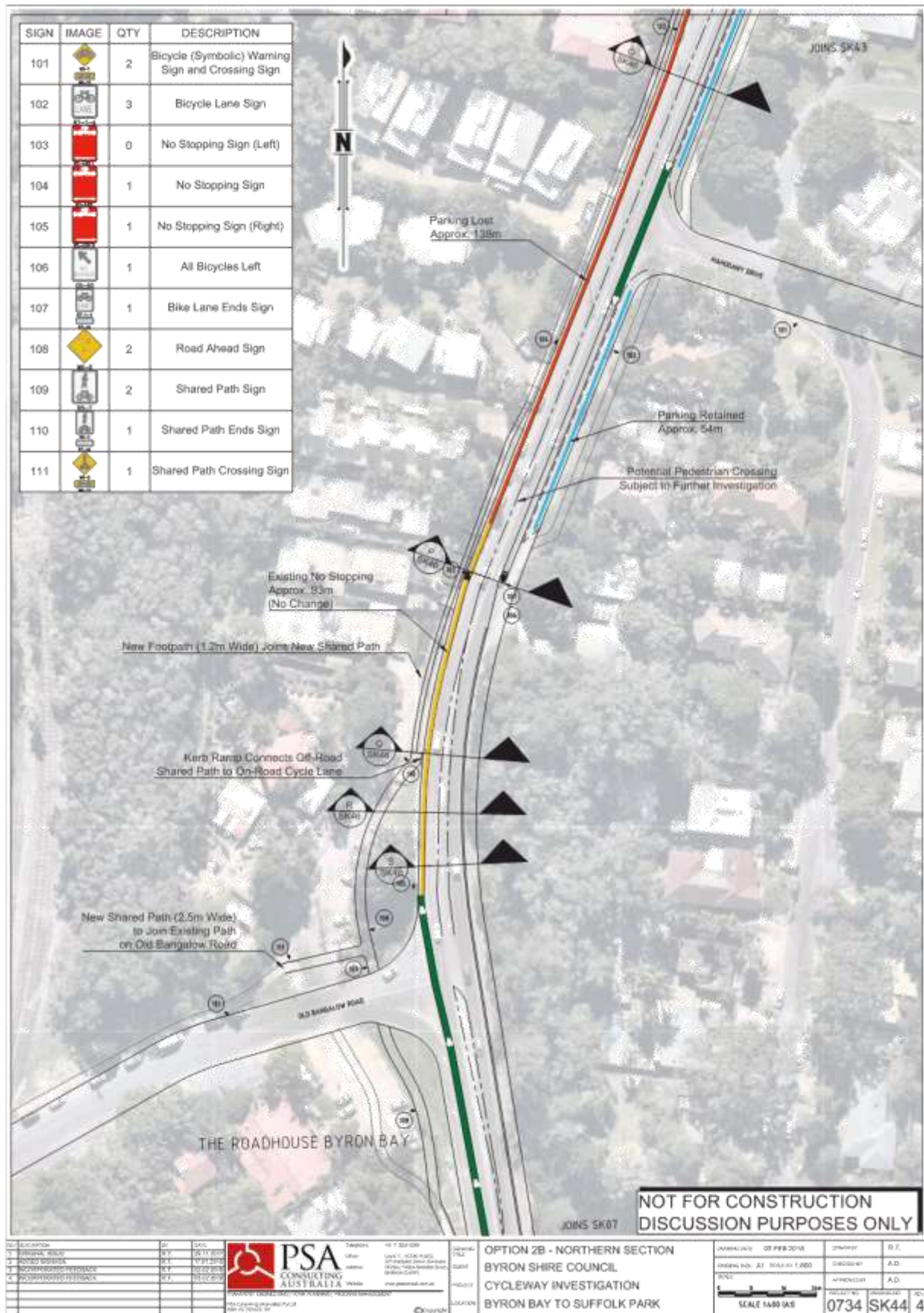


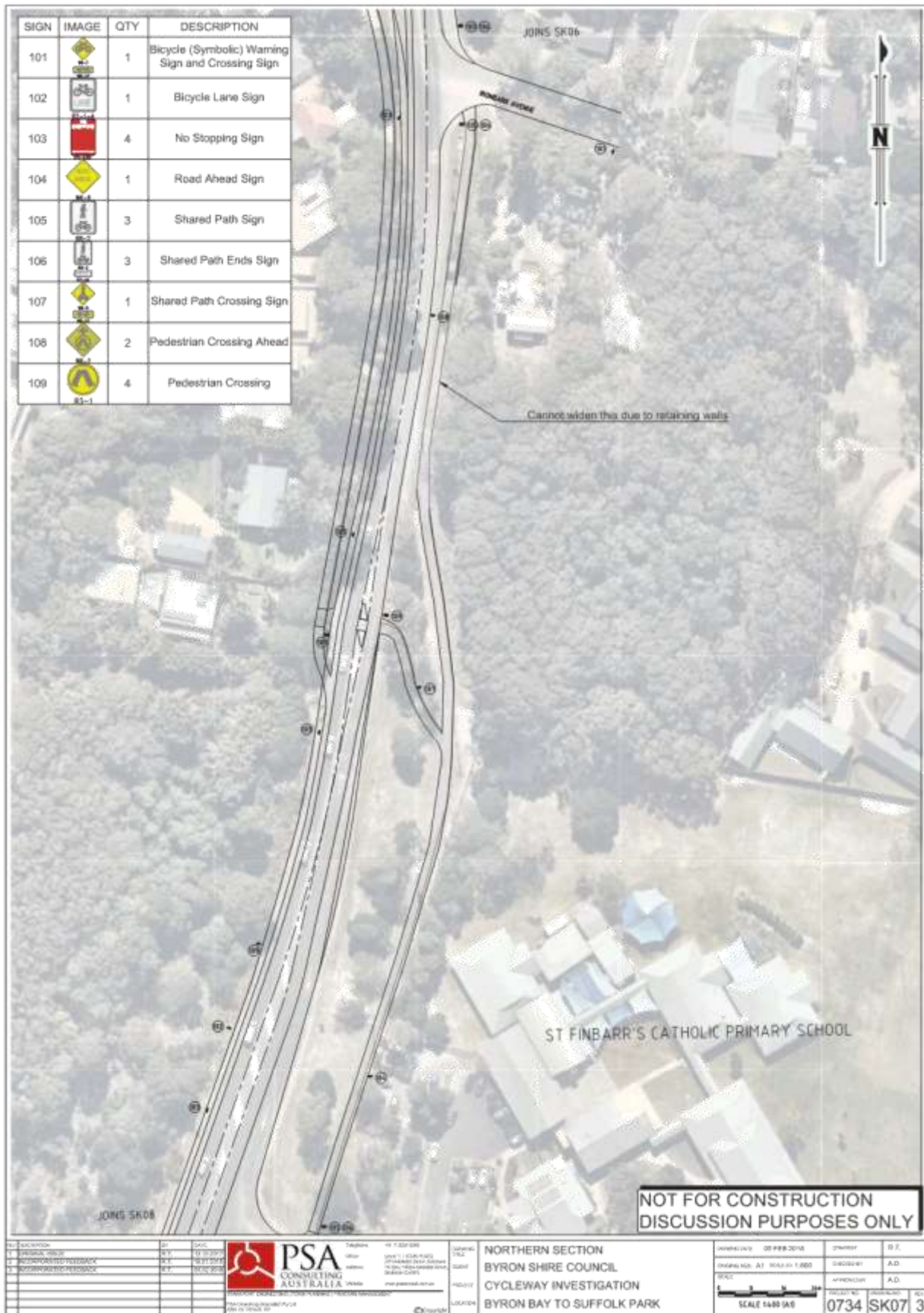




4.2 - ATTACHMENT 2



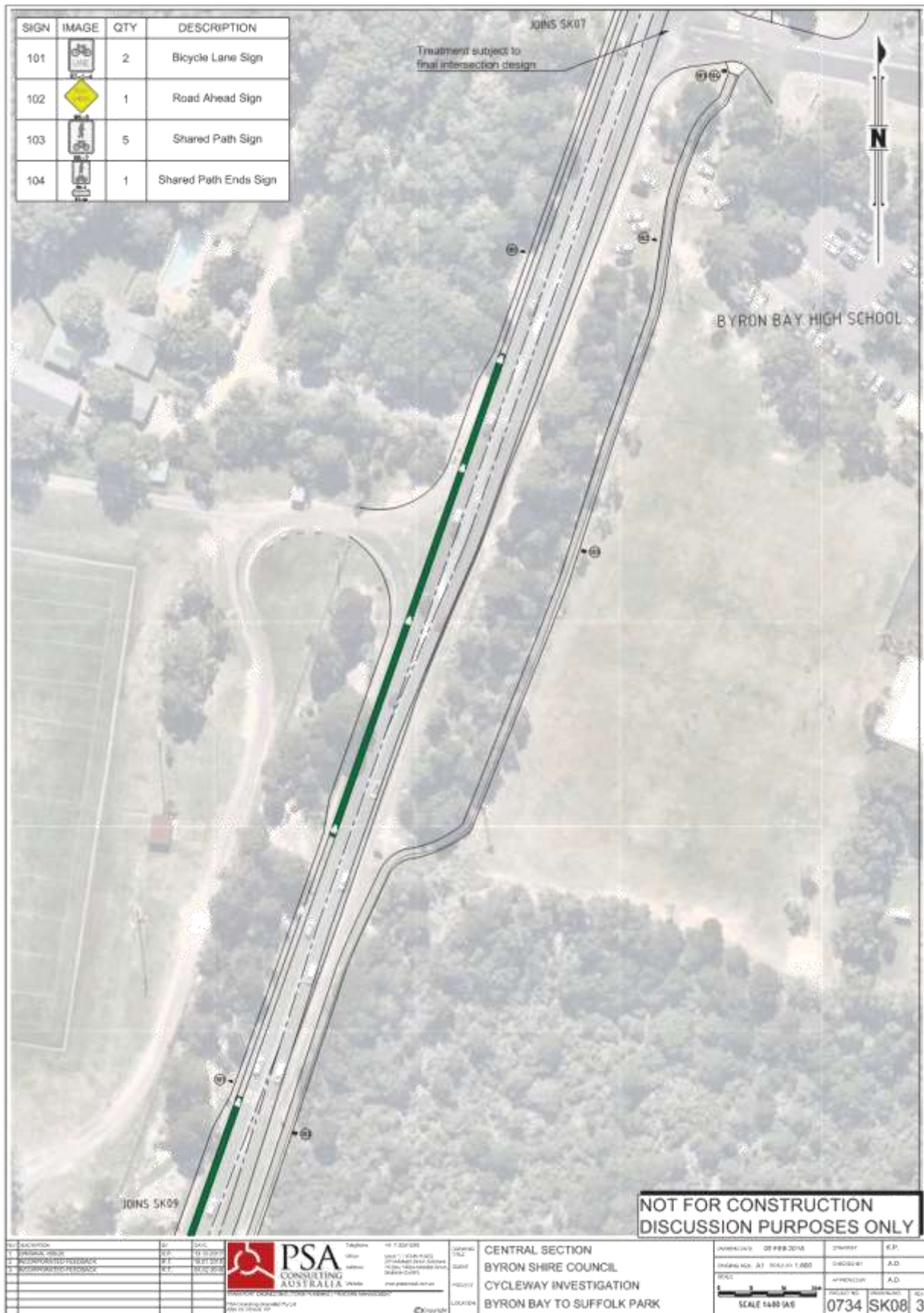




BYRON SHIRE COUNCIL

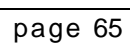
STAFF REPORTS - INFRASTRUCTURE SERVICES

4.2 - ATTACHMENT 3

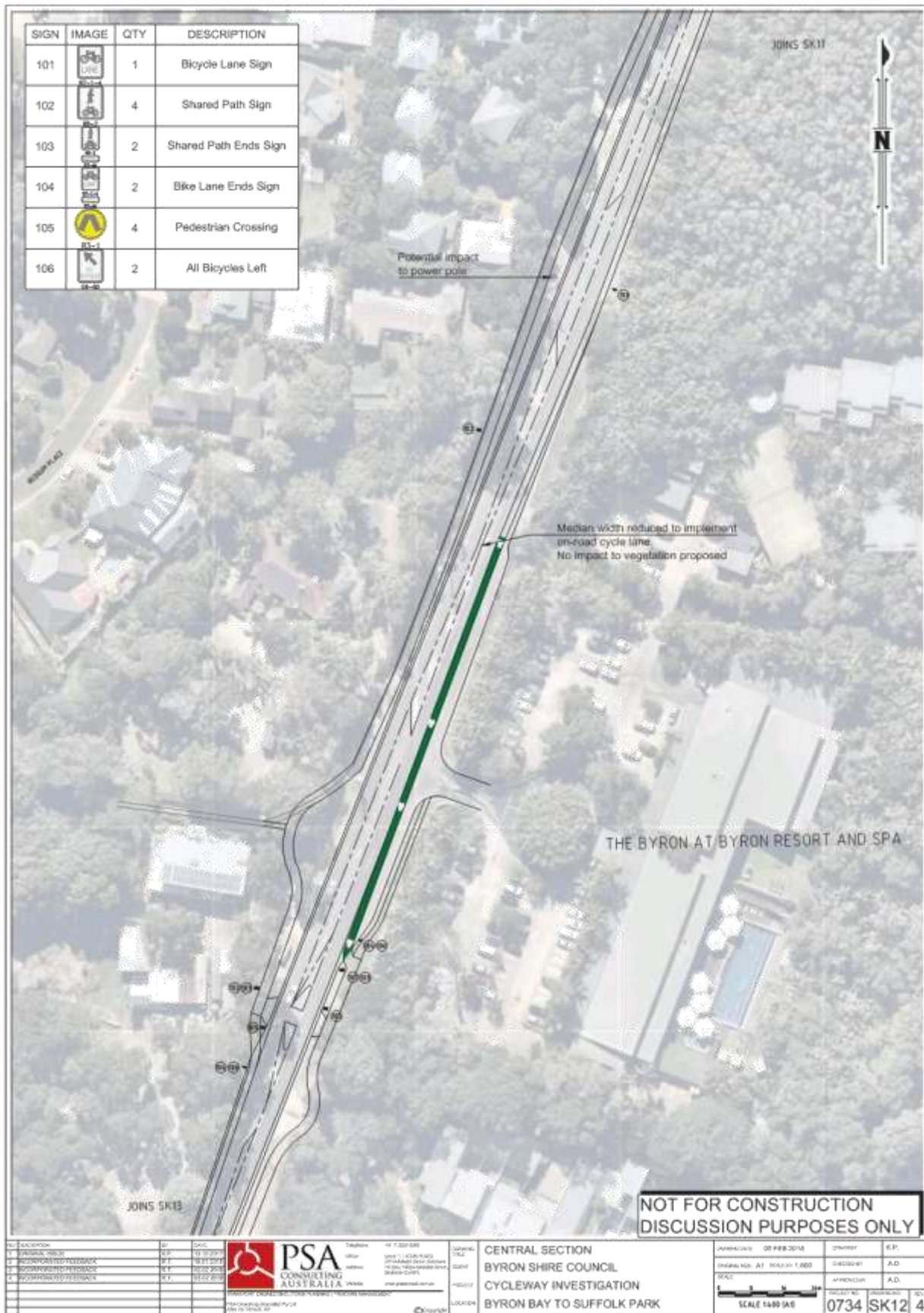




4.2 - ATTACHMENT 3

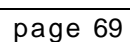




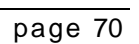




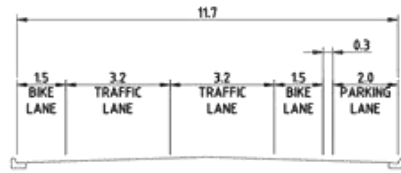
4.2 - ATTACHMENT 4



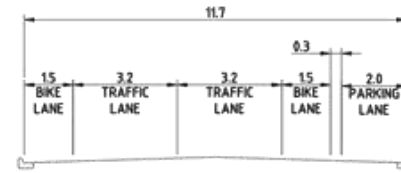
4.2 - ATTACHMENT 4



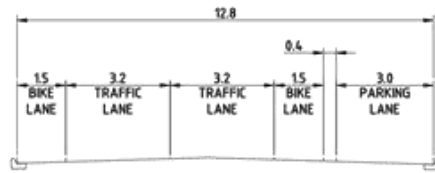




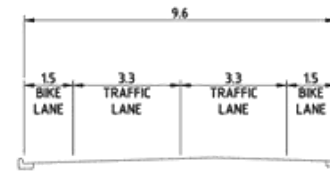
SECTION A-A



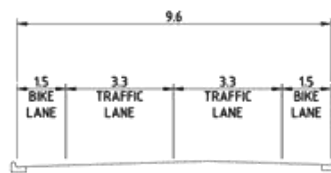
SECTION B-B



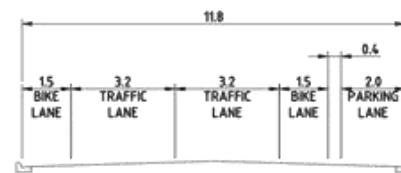
SECTION C-C



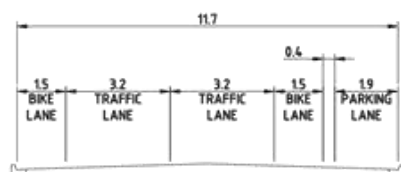
SECTION D-D



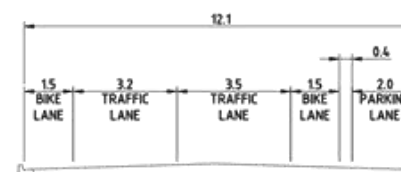
SECTION E-E



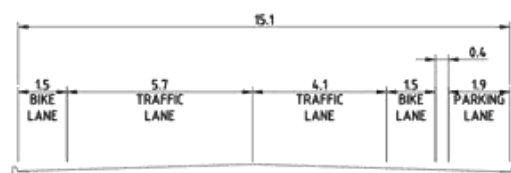
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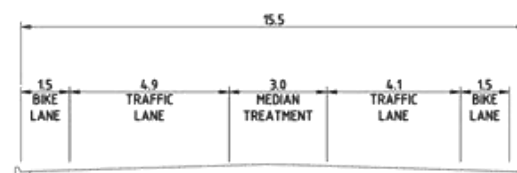
SECTION G-G



SECTION H-H




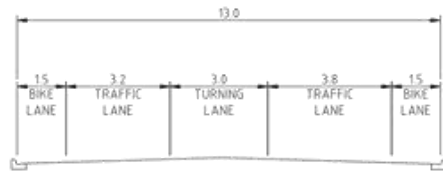
SECTION I-I



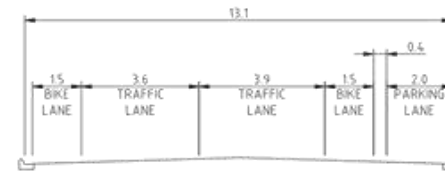
SECTION J-J

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DISCUSSION PURPOSES ONLY**

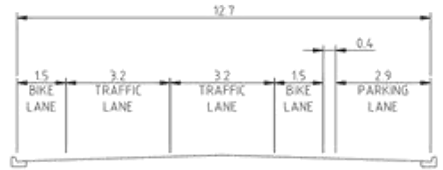
REV	DESCRIPTION	BY	DATE	 PSA CONSULTING AUSTRALIA Telephone: +61 7 3220 0288 Office: Level 11 / 100N PLACE 270 Adelaide Street, Brisbane Address: PO Box 10524 Adelaide Street, Brisbane Q 4000 Webster: www.psaconsulting.com.au TRANSPORT ENGINEERING TOWN PLANNING PROGRAM MANAGEMENT PSA Consulting (Australia) Pty Ltd ABN: 83 109 636 197	DRAWING TITLE	OPTION 2B X-SECTIONS 1 BYRON SHIRE COUNCIL CYCLEWAY INVESTIGATION BYRON BAY TO SUFFOLK PARK	DRAWING DATE	29 NOV 2017	DRAWN BY	R.T
1	ORIGINAL ISSUE	R.T	29.11.2017		CLIENT		ORIGINAL SIZE	A1	SCALE	A3 1:200
					PROJECT		SCALE	1:100 (A1)	APPROVED BY	A.D.
					LOCATION				PROJECT NO.	0734
									DRAWING NO.	SK45
									REV	1



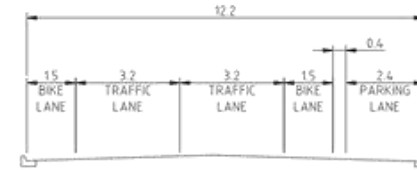
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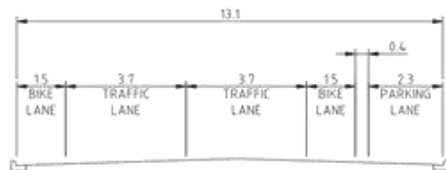
SECTION L-L



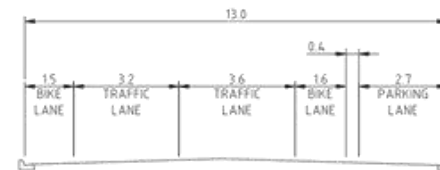
SECTION M-M



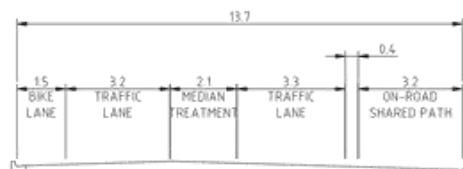
SECTION N-N



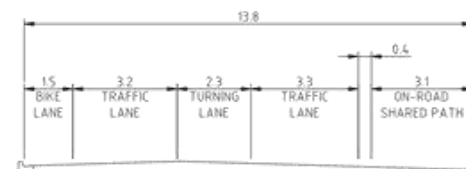
SECTION O-O



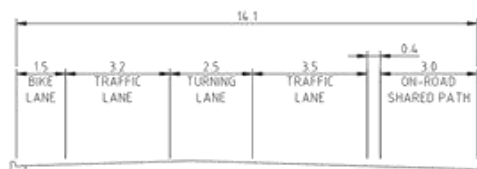
SECTION P-P



SECTION Q-Q



SECTION R-R



SECTION S-S

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REV	DESCRIPTION	BY	DATE	Telephone: +61 7 3220 0288	DRAWING TITLE	DRAWING DATE	DRAWN BY	REV
1	ORIGINAL ISSUE	R.T.	29.11.2017	Office: Level 11 / 1000 PLACE	OPTION 2B X-SECTIONS 2	05 FEB 2018	R.T.	
2	ADDED DIVIDER DIMENSIONS	R.T.	05.02.2018	Address: 270 Adelaide Street, Brisbane	BYRON SHIRE COUNCIL	ORIGINAL SIZE: A1 SCALE A3: 1:200	CHECKED BY	A.D.
				Webster: www.psaconsulting.com.au	CYCLEWAY INVESTIGATION	SCALE	APPROVED BY	A.D.
				TRANSPORT ENGINEERING TOWN PLANNING PROGRAM MANAGEMENT	BYRON BAY TO SUFFOLK PARK	0 2 4 6m	PROJECT NO.	0734
				PSA Consulting (Australia) Pty Ltd		SCALE 1:100 (A1)	DRAWING NO.	SK46
				ADN. 83 109 036 197			REV	2