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	**Conference Room, Station Street, Mullumbimby**
Date	**Friday, 22 June 2018**
Time	**11.30am**

Phillip 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

4. STAFF REPORTS

Infrastructure Services

STAFF REPORTS - INFRASTRUCTURE SERVICES

Report No. 4.1	**Development of a Shire-wide Transport Strategy**
Directorate:	Infrastructure Services
Report Author:	Daniel Strzina, Project Engineer
File No:	I2018/1107
Theme:	Community Infrastructure
	Local Roads and Drainage

Summary:

The purpose of this report is to:

- Provide background information on the development of a Shire-wide Transport Strategy;
- Summarise the outcomes of the first TIAC workshop on the development of the Shire-wide Transport Strategy, held on 20 April 2018; and
- Identify any useful existing strategies developed by other Councils, regional bodies and other sources of information for TIAC to continue to workshop the development of the Shire-wide Transport Strategy.

RECOMMENDATION:

1. **That the Committee review recommendations to Council for the following sections of a Shire-wide Transport Strategy:-**

    - **Scope and context**
    - **Vision**
    - **Principles**
    - **Issues and challenges**

2. **That the Committee develop recommendations to Council for the following sections of a Shire-wide Transport Strategy:-**

    - **Targets and desired outcomes**
    - **Key actions to achieve objectives**
    - **Community and stakeholder engagement**

Attachments:

1   Development of a Shire-wide Transport Strategy - TIAC Workshop 2 - Working Document - 22 June 2018, E2018/50848 , page 10⇩ 🖹

Background

The previously considered reports referred to in the following pages contain information significant to the progression and development of a Shire-wide Transport Strategy. As such, they have been summarised in this section for reference and guidance moving forward.

Council, at its meeting of 10 October 2016, resolved in support of the 16 August 2016 Transport Advisory Committee (TrAC) recommendation as follows:-

Resolution 16-516
Report No. 5.1   Development of a Shire-wide Transport Strategy
File No: I2016/884

<u>*Committee Recommendation 5.1.1*</u>

1.   *That the Committee develop a Shire-wide Transport Strategy which includes:*
     a)   *CONTEXT to include consideration of:*

  - *congestion*
  - *high tourist numbers*
  - *lack of local public transport connectivity and regional integration*
  - *high carbon emissions*
  - *safety*
  - *high costs of running private vehicles*
  - *road condition and the cost of maintenance*
  - *demographics – (difficult for people who can't drive or don't have a licence)*
  - *access - mobility*
  - *lack of cycleway connectivity*
  - *lack of connectivity in general*
  - *poor location of services – making them more distant than they could otherwise be*
  - *high growth area – need to plan for future*
  - *transport costs to community from planning and commercial decisions*
  - *impact of future technological and social developments*

     b)   *OBJECTIVES to include consideration of:*
  - *reduce the need for and/or dependency on private motor vehicle trips*
  - *improve public transport*
  - *support community transport*
  - *increase the bike network and/or use*
  - *improve pedestrian and residential amenity*
  - *support advocacy, partnerships and/or community involvement*
  - *improve road user safety*
  - *improve integration and regional connectivity*
  - *support climate change adaptation and mitigation*
  - *further defining and obtaining of these objectives will be the role of the proposed transport strategy*
  - *support of each objective can be sought via relevant Council instruction through available mechanisms regarding any proposed and/or existing activity, all of which will be explored via development of the proposed transport strategy that will be guided by Council's vision.*

     c)   *ACTIONS to include the consideration of:*

- *understanding user experience – feedback, surveys*
- *develop priorities from user feedback, eg improve user experience by means of improved bus shelters, safer road crossings, shorter travel times, for example*
- *develop measurement methods for baseline and future actions*
- *integrated land use planning*

2. *That a draft strategy commence with a review of relevant local, state and federal programs, plans and strategies in efforts to identify funding and partnership opportunities.*

3. *That Council note staff will apply by 9 September 2016 to meet the RMS Active Transport Funding deadline and it will include seeking 2017/18 funding for the revision of Council's bike plan and PAMP.   (Richardson/Hunter)*

TIAC at its meeting on 15 March 2018 considered a report on Development of a Shire-wide Transport Strategy (File No: I2018/411) that sought to establish a process to move forward with to develop a Shire-wide Transport Strategy with reference to resolution 16-516 as the basis of the framework for the strategy. Committee recommendations were adopted by Council, who resolved as follows:

Resolution 18-251
Resolved *that Council adopt the following Committee Recommendation(s):*
Report No. 4.5   Development of a Shire-wide Transport Strategy
File No: I2018/411

Committee Recommendation 4.5.1

1. *That the Committee have an extraordinary meeting in April 2018 to workshop the development of Shire-wide Transport Strategy.*
2. *That a report be prepared for TIAC that identify any useful existing strategies developed by other councils, regional bodies and other sources of information.*
3. *That the Committee members be encourage to research and share ideas (Richardson/Cameron)*

At its extraordinary meeting on 20 April 2018, TIAC considered a report in accordance with point 2 of the above resolution (File No: I2018/685) and conducted a workshop on the development of a Shire-wide Transport Strategy. Committee recommendations were adopted by Council, who resolved as follows:

Resolution 18-305
Resolved *that Council adopt the following Committee Recommendation(s):*
Report No. 4.1   Development of a Shire-wide Transport Strategy
File No: I2018/685

Committee Recommendation 4.1.1
That Council note that the Committee develop recommendations to Council for the following sections of a Shire-wide Transport Strategy:

- *Scope and context*
- *Vision*
- *Principles*
- *Issues and challenges*
- *Targets and desired outcomes*
- *Key actions to achieve objectives*
- *Community and stakeholder engagement*   *(Richardson/Cameron)*

Report

5   During the first Transport Strategy workshop on 20 April 2018, the following points were initially raised:

- The Shire-wide Transport Strategy will be an overarching, policy-level strategic document that will act at high level to guide how Council proceeds with funding.
- It will be a mechanism by which to support projects and initiatives.
10   • It will inform other Council plans and strategies.
- It will contain a hierarchy of principles, prioritised by the community.
- Community involvement will be critical to making this an integral document.
- A desired outcome is that it will become a consensus document; high quality data and research to ensure that it is effective in influencing Council.

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A discussion was had regarding the potential to engage a consultant to undertake the preparation of the Shire-wide Transport Strategy. It was concluded that a more efficient and cost effective approach would be to workshop the subject matter so as to define the content prior to engaging a consultant.

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As such, examples of existing local council Transport Strategies were tabled for analysis The Committee proceeded to workshop the deliverables outlined in Resolution 18-305. The outcomes of this process are detailed in the following section of this report.

25   Two strategies that were of interest due to the relevance of their content were Noosa's Transport Strategy (2017) and Hobsons Bay's Integrated Transport Strategy (2017).

Outcomes of the First Transport Strategy Workshop (For Review)

30   The following agreed outcomes are listed below and in the attached working document for review during the second Transport Strategy workshop. Italics indicate where sections or ideas have been directly referenced from the original documents with little or no amendment.

Scope and Context

35
1. Shire-wide.
2. Regional links.
3. Inform future transport use.
4. Write flexibility into strategy.
40   5. Consider technological change (drones, autonomous vehicles, electric vehicles, etc.).
6. Consider demographical change.
7. 40 year strategy.
8. Review frequency: 3-5 years?

45   Vision

An integrated, innovative and equitable transport system, providing a range of sustainable, efficient, accessible and safe ways for people and goods to reach their destination. (Hobsons Bay, 2017)

50
Principles

1. *Encourage transport options that meet the needs of both locals and visitors. (Noosa, 2017)*
2. *Prioritise our focus on moving people and goods rather than moving cars. (Noosa, 2017)*

3. *Provide infrastructure and services that are designed to give priority to pedestrians, cyclists, scooters and public transport over private cars. (Noosa, 2017)*
4. *Improve the safety and amenity of pedestrians, cyclists and vulnerable road users in our transport infrastructure. (Noosa, 2017)*
5. *Address peak time traffic congestion by reducing traffic rather than increasing road capacity. (Noosa, 2017)*
6. *Take advantage of changes in transportation technology. (Noosa, 2017)*
7. *Align transport options and usage with Council's Emission Reduction Strategy. (Noosa, 2017)*
8. *Design for, encourage and facilitate transport options that reduce the emissions produced by our community. (Noosa, 2017)*
9. *Recognise the need for transport options in rural areas and evoke a sense of equity within transport planning. (Noosa, 2017)*
10. *Integration – Strengthen connections between different forms of transport, land use and transport planning, and to regional and metropolitan networks. (Hobsons Bay, 2017)*
11. *Equity – Support a range of accessible and affordable transport options for all people, neighbourhoods and future generations. (Hobsons Bay, 2017)*
12. *Efficiency – Build a more reliable and effective transport system that supports skills development, business and employment growth and provides competitive alternatives to private car travel. (Hobsons Bay, 2017)*
13. Encourage the use of ride sharing and car sharing services, as well as active transport and healthy transport options.

Challenges and Opportunities

1. *Number of visitors. (Noosa, 2017)*
2. *Congestion at peak times. (Noosa, 2017)*
3. *Car dependence. (Noosa, 2017)*
   o Sedentary issue.
   o Love affair with cars.
   o Peak oil and associated financial, environmental and sociological costs.
   o On demand transport.
4. *Topography and climate. (Noosa, 2017)*
5. *Funding. (Noosa, 2017)*
6. *Shortfalls in services and infrastructure. (Noosa, 2017)*
7. *Public transport. (Hobsons Bay, 2017)*
8. Regional, state and federal transport planning.
9. Demographics (large proportions of younger and older residents in Byron Shire).
10. Lack of population density due to the rural nature of Byron Shire.

Population Dispersal Discussion

It was highlighted during the workshop that the primary distributors in Byron Shire (Pacific Hwy running North-South and Bangalow/Lismore Rd running East-West) present opportunities to be taken advantage of in preparing the Shire-wide Transport Strategy.

Proposed Path Forward

1. Form a Transport Strategy Working Group to continue to workshop the subject matter with the goal of finalising recommendations to Council in accordance with Resolution 18-305.
2. Invite other skillsets and disciplines to focussed sessions (walking, cycling, public transport, etc.) to assist the Working Group in developing recommendations.
3. Continue to review and consider existing local council Transport Strategies for content and layout.

4. Prepare a document that shows connection into IP&R documents and other internal and external strategies.

Target Outcomes of the Second Transport Strategy Workshop (For Development)

The attached working document contains information from existing relevant local council Transport Strategies, collated for the purposes of workshopping the development of the following three sections of the Shire-wide Transport Strategy.

1. Targets and desired outcomes

    a) Noosa Transport Strategy (2017, page 7).
    b) Hobsons Bay Integrated Transport Plan (2017, page 24-35).
    c) Newcastle Transport Strategy (2016, page 27).
    d) Northern Rivers Regional Transport Plan (2013, page 44).

2. Key actions to achieve objectives

    a) Noosa Transport Strategy (2017, page 12).
    b) Hobsons Bay Integrated Transport Plan (2017, page 30, 36).
    c) Newcastle Transport Strategy (2016, page 34-51).

3. Community and stakeholder engagement

    a) Noosa Transport Strategy (2017, page 9).
    b) Hobsons Bay Integrated Transport Plan (2017, page 16-17).

Financial Implications

There is no budget allocated to this project in 2017/18 but funding of $75,000 has been proposed for this project as part of the DRAFT 2018/19 budget. It should be noted that these funds will only be available from 1 July 2018.

Statutory and Policy Compliance Implications

There are no negative statutory and policy compliance implications associated with this report.

Development of a Shire Wide Transport Strategy

Working Document for TIAC Workshop 2

Outcomes of the First Transport Strategy Workshop (For Review)

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Target Outcomes of the Second Transport Strategy Workshop (For Development)

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3. Community and stakeholder engagement

   a) Noosa Transport Strategy (2017, page 9).

   b) Hobsons Bay Integrated Transport Plan (2017, page 16-17).

1. Targets and Desired Outcomes

a)   Noosa Transport Strategy (2017, page 7)

Desired Outcomes

1   Residents and workers of Noosa Shire are able to go about their everyday business without having to be reliant on private vehicles.

2   The transport network is designed to facilitate and encourage an overall modal shift away from private car use towards more sustainable transport modes including walking, cycling, public transport, electric vehicles and motor scooters/cycles.

3   The transport system supports the preferred pattern of development including the local centres hierarchy, and is consistent with our planning scheme.

4   Key regional destinations such as hospitals, airports and universities are readily accessible by public transport from Noosa Shire.

5   All schools are safely and conveniently accessible by walking, cycling and public transport.

6   Parking is closely managed through effective controls.

7   There has been a change in behaviour by people in Noosa with a reduction in the number choosing to drive and park cars in congested coastal areas.

8   Park-and-Ride facilities have been provided to assist with managing visitor travel demand where supported by transport services.

9   The transport system supports the local lifestyle and also tourism by delivering both active and public transport infrastructure that meets the needs of locals and visitors.

10   Local public transport routes offer efficient and frequent services.

11   Road crossings and associated pedestrian networks are safe and accessible for mobility scooters, cyclists and pedestrians.

12   The community at all levels is educated about the costs and benefits of their travel choices, allowing people to make informed decisions.

13   Alternative transport is cost effective for users and providers as compared with private car use.

14   New technologies are being used in our transport solutions.

15   Transport initiatives result in significantly reduced greenhouse gas emissions.

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1. Targets and Desired Outcomes

b) Hobsons Bay Integrated Transport Plan (2017, page 24-35)

GOAL AREAS

The Integrated Transport Plan is built around two separate, but interrelated, goal areas.

Neighbourhood (see page 26)   **Regional** (see page 32)

Neighbourhood travel ranges from walking to school at the end of your street to riding the bus to your local activity centre for your weekly shopping. **Regional travel** encompasses movement between Hobsons Bay neighbourhoods and to nearby centres (e.g. Footscray), as well as to more distant locations such as Melbourne's city centre. Table 1 summarises the key differences between the neighbourhood and regional goal areas used within the Integrated Transport Plan.

The Integrated Transport Plan establishes two broad and aspirational goals, one for each level of the plan. These goals set the scene for the transformation of neighbourhood and regional transport networks and behaviour. A set of strategic directions outline how each goal will be achieved, supported by key actions that respond to critical challenges identified through the development of the Integrated Transport Plan.

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	Neighbourhood	**Regional**
Examples of key destinations	Shops, schools, parks, doctors, libraries, work	University, TAFE, hospitals, medical specialists, major shopping centres, entertainment arenas, work, freight networks
Typical travel time and distance	Shorter	Longer
Typical sustainable travel options	Walking, cycling, bus, bike share	Cycling, bus, train, car share, electric bikes, electric vehicles
Primary planning factors	People and place	Vehicles and movement
Common issues	Footpath connections, managing parking demand, limited bus services	Arterial road congestion, limited train services, on-road cycling conditions, conflicts between modes
Council's typical role	More direct, e.g. deliver and maintain infrastructure	Less direct, e.g. advocate to Victorian Government, regional planning
Our goal	Safe and connected walking and cycling routes will link people to places in their local neighbourhoods, complemented by convenient and sustainable connections to vibrant activity centres.	Convenient, safe and sustainable connections between neighbourhoods and to regional destinations will generate more efficient movement of people and goods, attracting and providing links to jobs, services, industry and recreational activities.

1. Targets and Desired Outcomes

b) Hobsons Bay Continued…

Neighbourhood

Our Goal

Safe and connected walking and cycling routes will link people to places in their local neighbourhoods, complemented by convenient and sustainable connections to vibrant activity centres.

Strategic directions

To achieve our goal, Council will:

1. Deliver and advocate for safe, connected and accessible **walking and cycling infrastructure**

2. Deliver and support **behaviour change and community education initiatives** to promote road and shared trail safety and encourage mode shift toward sustainable transport options

3. Deliver and support **urban design, land use planning and place making projects** to encourage more innovative, engaging and easily navigable places, streetscapes, developments and transport hubs

4. Encourage **development** in areas with convenient access to sustainable transport, and ensure that the impact on transport networks is appropriately identified, addressed and monitored

5. Prioritise an **integrated approach to car parking**, underpinned by regular monitoring of capacity and usage, responsible and sustainable provision, progressive and flexible permit and restriction systems, and consistent and equitable enforcement

6. Develop safe, connected and efficient **routes for all local road users**, including cyclists and pedestrians, supported by related advocacy, planning and infrastructure projects

1. Targets and Desired Outcomes

b) Hobsons Bay Continued...

Regional

Our Goal

Convenient, safe and sustainable connections between neighbourhoods and to regional destinations will generate more efficient movement of people and goods, attracting and providing links to jobs, services, industry and recreational activities.

Strategic directions

To achieve our goal, Council will:

1. Plan and advocate for improved **public transport services and infrastructure** within Hobsons Bay and across the western metropolitan region

2. Encourage safe, sustainable and separated **freight movement** within and through the municipality, supported by related planning, advocacy, regulation and enforcement

3. Plan, deliver and advocate for improvements to the **road network** within Hobsons Bay and the across the western metropolitan region

4. Understand, support and prepare for **new and emerging transport** models and technologies

5. Deliver and advocate for safer and more connected **on-road cycling and shared trail networks** in collaboration with western regional councils and government agencies

6. Deliver coordinated advocacy activities to attract government investment in **major transport projects** and to achieve positive local outcomes for Hobsons Bay residents and businesses

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1. Targets and Desired Outcomes

c)   Newcastle Transport Strategy (2016, page 27)

Our strategic directions for Newcastle	Our objectives
Connected City Transport Transport networks and services will be well connected and convenient. Walking, cycling and public transport will be viable options for the majority of our trips.	1.1 Effective and integrated public transport 1.2 Linked networks of cycle and pedestrian paths 1.3 A transport network that encourages energy and resource efficiency
Protected and Enhanced Environment Our unique environment will be understood, maintained and protected.	2.1 Greater efficiency in the use of resources 2.2 Our unique natural environment is maintained, enhanced and connected 2.3 Environment and climate change risks and impacts are understood and managed
Vibrant and Activated Public Places A city of great public places and neighbourhoods promoting people's health, happiness and wellbeing.	**3.1 Public places that provide for diverse activity and strengthen our social connections** 3.2 Culture, heritage and place are valued, shared and celebrated **3.3 Safe and activated places that are used by people day and night**
Caring and Inclusive Community A thriving community where diversity is embraced, everyone is valued and has the opportunity to contribute and belong.	4.1 A welcoming community that cares and looks after each other **4.2 Active and healthy communities with physical, mental and spiritual well-being** 4.3 A creative, culturally rich and vibrant community
Liveable and Distinct Built Environment An attractive city that is built around people and reflects our sense of identity.	5.1 A built environment that maintains and enhances our sense of identity **5.2 Mixed use urban villages supported by integrated transport networks** 5.3 Greater diversity of quality housing for current and future community needs 5.4 Best practice energy and water efficient buildings and infrastructure
Smart and Innovative City A leader in smart innovation with a healthy, diverse and resilient economy.	6.1 A vibrant diverse and resilient green economy built on educational excellence and research 6.2 A culture that supports and encourages innovation and creativity at all levels 6.3 A thriving city that attracts people to live, work, invest and visit
Open and Collaborative Leadership A strong local democracy with an actively engaged community and effective partnerships.	7.1 Integrated, sustainable long-term planning for Newcastle and the Region **7.2 Considered decision-making based on collaborative, transparent and accountable leadership** 7.3 Active citizen engagement in local planning and decision-making processes and a shared responsibility for achieving our goals 7.4 Newcastle City Council: a local government organisation of excellence

1. Targets and Desired Outcomes

d)   Northern Rivers Regional Transport Plan (2013, page 44)

Byron Bay

The town of Byron Bay is Australia's most easterly point and is a significant tourist destination. It has a strong arts and creative industries sector and supports many health, well-being and alternative lifestyle businesses.

There are many popular beaches in the Byron Bay area, stretching from Broken Head to Brunswick Heads.

The *Far North Coast Regional Strategy* limits future land release for residential development within coastal areas, but sets a target for an additional 2,600 dwellings in the Byron Bay local government area by 2031.

A hospital development has been proposed in Byron Bay, and transport and the ability to provide transport services to the facility will be a consideration of this proposal.

Tourism around Byron Bay and its proximity to the expanding conurbation north of the border is posing increased traffic problems in the Byron Bay township. Options for traffic management and/or a bypass of the Byron town centre will be examined by Roads and Maritime Services.

Action: Deliver public transport improvements

A transport service improvement program for Byron Bay will support access within Byron Bay, and improve the transport services offered for seasonal visitors.

It will identify transport initiatives which will improve the attractiveness of public transport. These initiatives may include:

- A consistent and regular town loop service, capable of meeting peak visitor demands

- Improvements to connections between town services and with services to/from larger regional towns

- Opportunities for flexible or demand responsive service models to fill coverage gaps

- Opportunities to extend hours of operation to include earlier and later services on weekdays, and later services on Saturdays

- Opportunities to improve the infrastructure that supports public transport services, such as bus stops and shelters, terminal facilities and customer information.

Action: Improve opportunities for walking and cycling

We support the implementation of better facilities for walking and cycling, including the provision of cycle parking facilities at transport interchanges, centres, schools and hospitals.

Byron Shire Council also has opportunities to seek support for new links through our funding mechanisms.

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2. Key Actions to Achieve Objectives

a) Noosa Transport Strategy (2017, page 11-19)

Prioritising the solutions

In order to address current and emerging transport and traffic issues, a change is needed in how residents and visitors travel in Noosa Shire. This Transport Strategy summarises approaches that act as incentives for change as well as actions that act as disincentives to those who increase traffic congestion and parking problems at peak times. To discourage travel by car, there needs to be a range of convenient alternative transport and parking options on offer.

Some initiatives are designed to bring about a voluntary change in travel choices. Such incentives include:

- park-and-ride services
- cycling and pedestrian pathway improvements
- ride sharing and carpooling
- public transport improvements.

Other initiatives are designed to increase the cost and/or reduce the attractiveness of travelling by car compared to sustainable transport modes such as walking, cycling or catching public transport. Disincentives to travelling by car could include:

- time-limited car parking
- paid car parking.

The purpose of paid parking would be to provide a disincentive to travelling by car and may also provide revenue to fund alternative transport options.

Noosa Council seeks to actively commit to environmentally, socially and economically sustainable transport and be bold in this commitment. Council has prioritised strategies based on the following assessment criteria:

- What is currently the most pressing issue?
- What is "do-able" in the short term (1-2 years)?
- What will make a significant impact?
- What is cost effective?
- What fits best with the Noosa look-and-feel?

Many of the strategies are subject to investigation, funding and trials. The Transport Strategy will see Council try some solutions (such as Park-and-Ride services during peak congestion times), introduce some new ideas (a Noosa style shuttle bus), along with some car parking changes. Some trials will be successful, some may be temporary and others may not work, but Council is striving to achieve the transport vision for Noosa of an efficient, free flowing, innovative transport system that enhances resident and visitor experiences, and results in sustainable environmental outcomes.

2. Key Actions to Achieve Objectives

a) Noosa Continued...

What's already underway?

There are a number of transport initiatives which are "business as usual" for Noosa Council. These are already addressing transport challenges and improving transport outcomes for the Shire. Existing initiatives include:

- Christmas and Easter Free Holiday Buses

- Council Cabs for people with a disability and people over 60 years old

- Boreen-Point Tewantin Flexilink

- Disability Discrimination Act (DDA) compliant bus stops and bus shelters

- Collaboration and partnerships with TransLink for public transport service improvements (e.g. Electric bus trial)

- Collaboration with Tourism Noosa to focus on high value tourism

- Council's Emission Reduction Policy and collaboration with Zero Emissions Noosa

- The new Noosa Plan and its implications for transport, traffic and car parking

- Recommendations from the Noosa Traffic Study 2016-2036

- Wayfinding signage

- Scooter and motorbike parking

- Off-road pathways (e.g. Ben Lexcen Drive)

The Transport Strategy has links to regional plans and other Noosa Council strategies as detailed in Attachment 1: Background: Transport Strategy Development.

2. Key Actions to Achieve Objectives

a) Noosa Continued...

What's coming up first?

The following strategies have been proposed over the next 1-2 years (2017/18 & 2018/19).

1. Investigate Park-and-Ride services and conduct a detailed study to determine the demand, preferred location, and likely capacity of a successful Park-and-Ride facility with links to shuttle services.

2. Subject to investigation, and in keeping with the Noosa look-and-feel, introduce car parking management controls (e.g.paid parking) in congested areas. Paid parking may allow for variable controls for residents and non-residents, peak and off-peak periods, and paid and free parking at Park-and-Ride facilities.

3. Subject to discussions with TransLink, trial a high frequency Noosa style shuttle bus to service key destinations.

4. Implement Walk and Ride to School programs with supportive schools that experience significant traffic and congestion issues.

5. Investigate the feasibility of priority transport lanes for sustainable transport modes (buses, bicycles, scooters, electric vehicles etc).

In addition there are a number of medium to long term strategies (some of which are dependent on the implementation of these short term strategies) which will be reviewed as part of the ongoing Transport Strategy prioritisation process.

The Noosa Council Zero Emissions Strategy is targeted specifically at Council operations and activities. Council acknowledges its role in providing leadership for the community's transition towards a zero emissions future and aims to inspire change by demonstrating best practice options to the community.

2. Key Actions to Achieve Objectives

a)   Noosa Continued...

What else?

The Transport strategy will be reviewed at least annually in keeping with rapidly advancing transport innovations to ensure the strategies remain relevant.

The following strategies, to be considered further over the next few years, are in no particular order and will be reviewed as part of the ongoing Transport Strategy prioritisation process.

- Consider ways to encourage the use of motorbikes, scooters and electric bicycles including priority parking.
- Review and prioritise all missing links of walking and cycling pathways.
- Collaborate with community/private sector to establish electric charging stations at key locations.
- Develop a Noosa visitor transport information pack containing details on how to have a "car free & carefree" holiday in Noosa.
- Investigate use of existing pathways as a network for motorised scooters as well as for walkers and cyclists.
- Consider ways to increase the uptake of commuter cycling.
- Consider options for the creation of car free or shared zones which restrict vehicle access to a street or area for the exclusive use of pedestrians and cyclists.
- Consider expanding the Flexilink service to other locations e.g. Kin Kin
- Investigate the potential for Noosa Council to operate its own public transport services.
- Conduct an audit of community buses (Aged Care, resorts, RSL, school buses etc) to identify opportunities for synergies with meeting shire-wide transport needs.
- Encourage the development of a suite of Apps (cycling, park & ride locations, pathways etc.) to facilitate uptake of sustainable transport.
- Investigate establishment of community/private sector bike hire scheme at specific locations (electric/non-electric).
- Investigate using public transport ferries on the Noosa river.
- Investigate the provision of End of Trip facilities (showers, lockers, bicycle parking etc.) in the public domain where there are high employment numbers e.g. Noosa Junction.
- Investigate alternative access options to Noosa Woods.
- Investigate alternative access options to Little Cove.
- Research and investigate smart technology transport solutions and their application to Noosa e.g. Autonomous or driverless buses.

2. Key Actions to Achieve Objectives

b.   Hobsons Bay Integrated Transport Plan (2017, page 24-35)

'Neighbourhood' Key Actions

Key actions

The following key actions respond to challenges and opportunities identified at the neighbourhood level. Additional resources may be required to implement some key actions. The task of securing appropriate funding will be addressed on a case-by-case basis, including exploring opportunities external to Council. Each key action responds to one of the plan's strategic directions and should be read in conjunction with the map of key issues, known projects and future innovations on page 22.

Action	Time frame*	Resources	Strategic direction	Key outcome(s)	Map
Develop a policy for the provision of new pathways	Short	Within operational budget	N1	Clear rationale and process for provision of new pathways	❷
Continue to deliver Council's footpath construction program	Short-Medium	Capital works budget allocation	N1	More connected and accessible pedestrian networks	❷
Support and deliver sustainable transport behaviour change programs, e.g. walk to school, ride to work, green travel plans	Short-Medium	Within operational budget	N2	Mode shift toward sustainable transport	❶❽
Support and deliver community and business education programs, e.g. road safety, shared trail usage, parking management	Short-Medium	Within operational budget	N2	Improved road and shared trail safety; mode shift toward sustainable transport	❶❸
Update the Municipal Strategic Statement to incorporate key elements of Integrated Transport Plan 2017-30, e.g. principles, strategic directions	Short	Within operational budget	N3	Stronger Council planning framework to encourage more walkable, accessible and navigable built environments	❷❹④
Support urban design/place making projects around public transport hubs (align to Level crossing removal projects and future Activity Centre works, where possible)	Short-Medium	Within operational budget / additional resources will be required for construction	N3	More welcoming, safe and people-focussed built environments	❷①④
Develop Hobsons Bay wayfinding policy and style guide	Medium	Additional resources required	N3	Consistent design and application of signage within activity centres and other key destinations, e.g. large parks, sport and recreational facilities	❷⑥

* Short – 1-2 years; Medium – 3-5 years; Long – 6+ years

2. Key Actions to Achieve Objectives

b. Hobsons Bay Integrated Transport Plan (2017, page 24-35)

'Neighbourhood' Key Actions Continued...

Action	Time frame*	Resources	Strategic direction	Key outcome(s)	Map
Develop and implement a rolling program of structure plans across Hobsons Bay neighbourhoods (locations to be determined)	Ongoing	Within operational budget	N4	Coordinated land use planning around key sites, e.g. Level crossing removal sites, Major Activity Centres	1 4 1 4
Conduct car parking studies within priority areas (align to Local Area Traffic Management program, where possible)	Short-Medium	Additional resources required	N5	Updated evidence base on parking capacity, usage and issues	3 4 1 4
Develop a suite of integrated car parking policies (incorporating reviews of residential permit entitlements and fees, parking signage, enforcement and time restriction guidelines and provision requirements, as well as consideration of future planning scheme amendments and/or parking overlays)	Medium-Long	Additional resources required	N5	Coordinated approach to parking management across Council; more efficient and equitable use of land currently used for car parking; mode shift toward sustainable transport	3 4 1 4
Finalise Hobsons Bay cycling network plans (to be incorporated into future strategic cycling planning)	Short	Within operational budget	N6	Clearly defined cycling routes within and between neighbourhoods	7
Conduct Local Area Traffic Management studies within priority areas, e.g. Level crossing removal sites, Precinct 15	Short-Medium	Within operational budget / additional resources required for implementation of recommendations	N6	Updated evidence base and recommendations for traffic management within Hobsons Bay neighbourhoods	1 7 1 4
Undertake pedestrian network planning within Hobsons Bay neighbourhoods (locations to be determined)	Medium	Within operational budget	N6	Clearly defined pedestrian routes within neighbourhoods; infrastructure priorities identified	2 7

* Short – 1-2 years; Medium – 3-5 years; Long – 6+ years

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2. Key Actions to Achieve Objectives

b. Hobsons Bay Integrated Transport Plan (2017, page 24-35)

'Regional' Key Actions

Key actions

The following key actions respond to challenges and opportunities identified at the regional level. Additional resources may be required to implement some key actions. The task of securing appropriate funding will be addressed on a case-by-case basis, including exploring opportunities external to Council. Each key action responds to one of the plan's strategic directions and should be read in conjunction with the map of key issues, known projects and future innovations on page 22.

Action	Time frame*	Resources	Strategic direction	Key outcome(s)	Map ref
Develop and implement a coordinated public transport advocacy program	Short–Medium	Within operational budget	R1	Advocacy priorities identified; improved public transport services and infrastructure	5 / 1 9 / 1 5 6 / 15
Develop a Hobsons Bay Freight Management Plan (incorporating Altona North Industrial Precinct Truck Access Improvement Plan)	Short–Medium	Additional resources required	R2	Fewer trucks in residential areas; increased freight on rail; reduced road congestion; clearly defined Council position on local truck curfews and bans	1 6 / 2 5 / 11 14
Develop a Hobsons Bay Road User Hierarchy Plan (incorporating route management plans for key arterial road corridors such as Millers, Blackshaws, Melbourne and Point Cook Roads)	Medium–Long	Additional resources required	R3	Improved efficiency and safety of Hobsons Bay's road network; improved sharing of road space between users	1 7
Develop Electric Vehicle Discussion Paper	Short	Within operational budget	R4	Consistent understanding of Council's role regarding electric vehicles	8 / 10
Investigate the feasibility of (and priorities for) new and emerging transport models and technologies within Hobsons Bay	Short–Medium	Within operational budget	R4	Opportunities identified for supporting innovative transport models and technologies, including for Council's future mobility and fleet requirements	8 / 10

* Short – 1-2 years; Medium – 3-5 years; Long – 6+ years

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2. Key Actions to Achieve Objectives

b. Hobsons Bay Integrated Transport Plan (2017, page 24-35)

'Regional' Key Actions continued

Action	Time frame*	Resources	Strategic direction	Key outcome(s)	Map ref
Continue to support the implementation of the Western Metropolitan Regional Trails Strategic Plan	Ongoing	Additional resources required	R5	Improved safety and connectivity across shared trail networks	7, 3, 7, 9
Review the Hobsons Bay Strategic Bicycle Plan 2013–17	Short–Medium	Additional resources required	R5	Updated strategic direction established for cycling routes and infrastructure	7, 3, 7, 9
Continue to advocate on the West Gate Tunnel and Level crossing removal projects (consistent with Council adopted principles)	Short–Medium	Within operational budget	R6	Comprehensive understanding of projects' impact on local traffic, amenity and health; interests of local residents and businesses protected and advanced	1, 5, 1, 2, 8, 9, 7, 14
Support and coordinate advocacy for future major projects	Ongoing	Within operational budget	R6	Investment in major projects that benefit Hobsons Bay residents and business	1 to 15

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* Short = 1–2 years; Medium = 3–5 years; Long = 6+ years

2. Key Actions to Achieve Objectives

c) Newcastle Transport Strategy (2016, page 36-51)

i) Public Transport

5.1 Policy Commitments

P3	Council will facilitate higher mode share to public transport, through provision of support infrastructure such as shelters and seating at transport stops.
P4	Council is committed to improving equity of access to public transport.
P5	Council will prioritise siting of transport stops over loss of on-street parking.
P6	Council supports the NSW Government's target of 20% mode share to public transport for commuter trips to and from the Newcastle city centre in the peak periods by 2016.
P7	Council supports integrated ticketing, and daily and weekly caps on fares as incentives for increased public transport use.
P8	Council supports formation of a regional transport body, to be tasked with planning and coordination of transport in the Lower Hunter.

5.2 Actions

A3	**Provide infrastructure such as shelters and seating, at transport stops.**
	There are approximately 1,700 transport stops in Newcastle, with varying provision of infrastructure such as boarding points, seats and shelters. Provision of well-designed and aesthetically pleasing support infrastructure such as shelters enhances the appeal of public transport and makes interchange between services more convenient. Council requires provision of public transport support infrastructure such as bus shelters as part of major developments and has included provision of new shelters in its developer contribution plans. Consideration will be given to new agreements for advertising on shelters, as a means to offset costs associated with supply and maintenance of shelters.
A4	**Improve equity of access to public transport, through upgrading of transport stops to meet the *Disability Standards for Accessible Public Transport*.**
	The compliance timetable included in the *Disability Standards for Accessible Public Transport* indicates that 90% of transport stops should be compliant by 31 December 2017 and 100% by 31 December 2022. Council's Transport Stops, Shelters and Seating Policy provides guidelines for location, design and construction of stops, shelters and seating; placement and content of advertising; and defines performance standards for maintenance.
A5	**Work with Transport for NSW to implement bus priority measures.**
	Council will engage with Transport for NSW and its agencies, RMS and Newcastle Buses and Ferries, to investigate and implement bus priority measures at key intersections and corridors to improve journey times for public transport. Bus lanes, peak hour clearways, transitways and high occupancy vehicle lanes may be considered.
A6	**Advocate to the Australian Government and NSW Government for public transport improvements.**
	Through submissions and direct contact, Council will advocate to Transport for NSW, Newcastle Buses and Ferries and other agencies for improvements to train, bus and ferry operations, such as higher frequency, and more direct services, and fare incentives for greater public transport use. Council will also continue to advocate to other levels of government for assistance to meet compliance standards for transport stops. In addition to public transport improvements within the Newcastle LGA and urban area, Council will advocate for better regional connections, including the rail link to Sydney and links to Newcastle Airport.
A7	**Promote public transport.**
	Council will promote public transport through various measures, such as enhancement of information on Council's web site and extending its production of transport access guides, to add to those for Newcastle Beaches and Broadmeadow. Council contributes to production of the Lower Hunter Transport Guide, and will continue its support of this initiative.
A8	**Improve access to public transport stops.**
	As part of development of a holistic plan to address infrastructure for walking throughout the city, Council will focus on walking catchments to public transport stops.

2. Key Actions to Achieve Objectives

c) Newcastle Transport Strategy (2016, page 36-51)

ii) Walking and Cycling Policy Commitments

6.1 Policy Commitments

|	
P9	The needs of pedestrians and cyclists are addressed in planning, design and construction of works.
P10	Council will actively prioritise the needs of pedestrians and cyclists over vehicles, including parking, in activity centres and local streets.
P11	New residential subdivisions are to be planned and designed as 40km/h local area traffic zones.
P12	Council supports reduction in speeds limits in appropriate areas across the local government area to address road safety objectives and to encourage greater use of active transport.
P13	Council supports the NSW Government's mode share target to walking of 25% of local and district trips.
P14	Council supports a mode share target of 5% to cycling for trips less than 10km, and doubling of the mode share to cycling for the journey to work, from 2006 to 2016.
P15	In design of cycling facilities, Council will take all reasonable measures to ensure separation of bicycles and motor vehicles in accordance with Figure 3.2, NSW Bicycle Guidelines (RTA, 2003), with physical separation where indicated by best practice.
P16	Council will progressively phase out instances of bicycle shoulder lanes with inadequate clearance to parked vehicles on roads under its control.
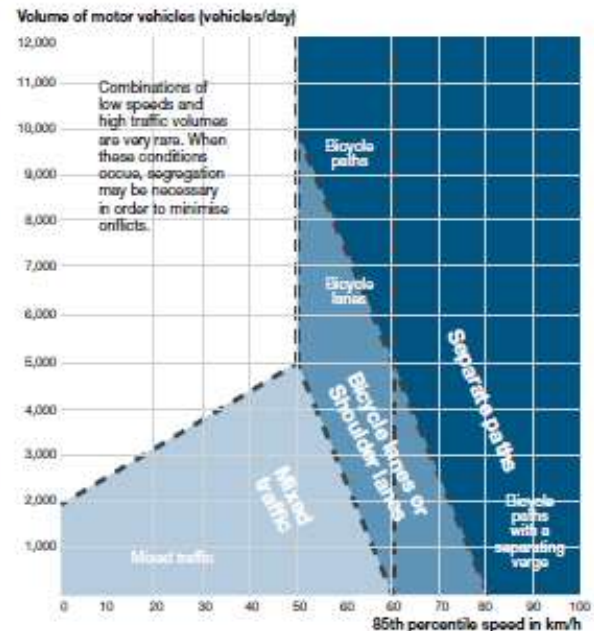
Figure 6: Separation of bicycles and motor vehicles according to traffic speed and volume
Source: Figure 3.2, NSW Bicycle Guidelines (RTA, 2003, p. 13), Figure 2.1 of Austroads Ltd (2011a)

Note: This diagram is to be applied to urban roads and is not appropriate for rural or non-urban roads.

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2. Key Actions to Achieve Objectives

c) Newcastle Transport Strategy (2016, page 36-51)

ii) Walking and Cycling Actions

6.2 Actions

A9	**Implement a proactive and holistic approach to provision of pedestrian infrastructure.**
	Council will systematically assess the provision of pedestrian infrastructure throughout the city, and define a principle pedestrian network and associated program of works. In defining the network, access to and within major activity, education and employment centres, and links to public transport nodes will be prime considerations.
A10	**Continue to implement the Newcastle Cycling Strategy and Action Plan.**
	The Newcastle Cycling Strategy and Action Plan, adopted by Council in March 2012, identifies a range of infrastructure improvements and social initiatives to increase cycling participation in Newcastle. The works program is a 'live' document, which will be progressively refined and updated as works are planned, designed and completed. Priority actions include the completion of missing links in the network, such as Broadmeadow to the city centre, Merewether to the city centre and from the Fernleigh Track to the city centre.
A11	**Implement measures to enhance safety of cyclists and pedestrians, such as public lighting and signage.**
	Good lighting contributes to a heightened sense of personal safety, which is an enabling factor for walking and riding. Council will consider lighting of major shared paths, such as the Fernleigh Track and sections of the route from Howe Street to Wallsend, and those in the vicinity of Islington Park and Kullaiba Reserve. Council will investigate implementation of signage or other visual cues to alert drivers to the potential presence of cyclists and pedestrians, at potential conflict points.
A12	**Strengthen development provisions to facilitate walking and riding.**
	Council will review development controls and contributions plans to incorporate public pedestrian and cycle links where they can contribute to desirable connections and through routes, and to include provisions for design of new residential subdivisions as 40km/h local traffic areas.
A13	**Undertake research to better understand participation in walking and cycling, and the needs of pedestrians and cyclists.**
	Council has limited data on perceptions of, and participation in, walking and cycling. Information about the attitudes of Newcastle residents to walking and riding, their preparedness to undertake active travel, the distances they consider reasonable and perceptions of the provision of infrastructure such as footpaths will assist in determining and prioritising works to support mode share targets. Potential measures include surveys through Newcastle Voice and as part of community events. Procedures for local area access studies and traffic counts will be modified to address counts of pedestrians and cyclists.
A14	**Improve databases of pedestrian and cycling infrastructure.**
	Council will complete GIS mapping of pedestrian infrastructure, bike parking facilities and cycle paths, to a detailed level suitable for asset management purposes. Internal publication and coordination of data will facilitate work allocation and identification of a pedestrian network.

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2. Key Actions to Achieve Objectives

c)   Newcastle Transport Strategy (2016, page 36-51)

iii) Parking

7.1 Policy Commitments

P17	Council will manage parking to improve the safety, accessibility, amenity and vitality of centres across the local government area, and to encourage increased use of sustainable transport modes.
P18	Implementation of parking management measures will be evidence-based and have regard to industry best practice.
P19	In any extension to areas of paid parking, Council will consider the implementation of a local reinvestment model to allocate a proportion of the parking income to pedestrian, traffic (including cycle) and public domain improvements in the area in which income is generated.

7.2 Actions

A15	Implement parking management strategies in centres.
	Council will continue to investigate and implement supply and demand side parking management strategies in centres, having regard to the specific needs of each centre, the range of potential management measures to address those needs, best practice management practices, and available parking technologies.
A16	Finalise and implement the parking study of the city centre and surrounding suburbs.
	Though many of the principles of the parking strategy adopted by Council in 2002 are sound, its implementation has been piecemeal and changes have occurred which have impacted on its ongoing relevancy. Council has recently undertaken a parking study of the city centre and adjacent precincts, to determine supply and demand, identify and/or confirm current issues, make recommendations for changes to the parking regime and recommend areas for trial of initiatives.
A17	Investigate, and consider implementation of local reinvestment models for paid parking areas.
	Council has investigated several local reinvestment models as part of proposals to expand parking meters. A potential model is to allocate revenue to a transport infrastructure reserve, to improve local amenity and access to public transport through financing of infrastructure such as local area traffic management devices and compliant public transport stops.
A18	Monitor parking supply and its distribution in the city centre (as a priority) and other centres, to inform decision making.
	Lack of current, accurate data hinders informed decision-making. For the city centre, Council will endeavour to repeat the 2001 floor space study in line with the census to accurately assess the number of parking spaces; monitor on-street parking supply, and develop a system to maintain a cumulative tally of private and public parking spaces associated with new development. Parking supply and demand will be assessed as part of local area access studies for other centres.
A19	Confirm the suitability and number value of a parking cap for the city centre.
A20	Review development controls for parking.
	In line with best practice parking management, consideration is to be given to stipulation of maximum rates of parking provision and facilitation of opportunities for sharing of spaces. Other matters to be addressed include the impacts of exempt and complying development controls, as they relate to car parking.
A21	Improve way-finding signage in commercial centres to assist drivers to locate available parking in a more timely manner.
A22	Audit restrictive parking signage and road marking to ensure that it is clear.
A23	Manage parking for motorbikes.
	Council will encourage use of motorbikes as an alternative to single occupant cars, though not in preference to more sustainable modes such as walking, cycling and public transport. In some areas, all day parking of motorbikes is appropriate, while in areas of high demand, time and potentially price constraints may be appropriate to ensure turnover of spaces.
A24	Revise Council's Permit Parking Policy.
	Council will complete the review of its policy for establishment and operation of permit parking schemes and the definition of the permit exclusion zone. Findings to date support maintenance of permit exclusion areas, with unambiguous definition by land use zoning reflecting the current or intended land use for the site.
A25	Review Council's development contribution plans to allow for expenditure of contributions on a range of transport facilities.
	In conjunction with A2, review Council's development contribution plans to allow for expenditure of contributions on a range of transport facilities including sustainable transport measures, such as park and ride.

2. Key Actions to Achieve Objectives

c)   Newcastle Transport Strategy (2016, page 36-51)

iv)   Roads and Freight

8.1 Policy Commitments

P20	Council endorses the 'Safe System' approach to road safety.
P21	Council supports the target to reduce death and serious injury on roads by more than 30%, in line with targets of the National Road Safety Strategy 2011 – 2020 and the NSW Road Safety Strategy 2012 – 2021.
P12	Council supports reduction in speeds limits in appropriate areas across the local government area to address road safety objectives and to encourage greater use of active transport.
P22	Council supports investigation by the NSW Government, in the short term, of a western freight rail bypass of Newcastle.
P23	Upgrades of major road infrastructure should be undertaken in such a way as to encourage increased use of sustainable transport modes.

8.2 Actions

A26	**Develop and implement a road management framework.**
	Demands on road reserve space arise from cars and freight, public transport, pedestrians, cyclists, utilities and landscaping. This project aims to define street types and associated user hierarchies and asset management regimes to complement the road hierarchy. Indicative road allocations for various generic street types and widths will be defined. The specific allocation of road space and management of different road users will be determined on a case by case basis.
A27	**Review and revise procedures for undertaking local area studies**
	Council will review the way local area traffic studies are undertaken and reported, to address access more holistically and ensure that the needs of pedestrians and cyclists are considered proactively and prioritised. A key objective of the studies will be to consider potential for speed reductions.
A28	**Investigate and consider implementation of extension to, and provision of new 40km/h local traffic areas.**
	Lower speeds correlate to enhanced safety for vulnerable road users such as pedestrians and cyclists. This action will be informed by the work on Council's road user hierarchy. Implementation of areas of reduced speed limit will be supported by education and enforcement.
A29	**Review the warrant systems for local area traffic management works and pedestrian works.**
	Council will review the methodology for rating of priority for local area traffic management and pedestrian works, to promote a more holistic, area-based approach.
A30	**Undertake road safety education.**
	Council will partner with RMS and other agencies to carry out a range of education programs for all road users.

Figure 7: Typical space occupied in a city street by three common modes of transport - cars, bicycles and a bus
Source: Cycling Promotion Fund. On Sunday 9th September 2012, 69 volunteers, 69 bicycles, 60 cars and one bus gathered in Canberra to recreate a world-renowned photograph taken more than 20 years ago to demonstrate the advantages of bus and bicycle travel in congested cities. The project used 69 people, as this is the capacity of a standard Canberra bus, and 60 cars, as this is the number occupied on average by 69 people.

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2. Key Actions to Achieve Objectives

c) Newcastle Transport Strategy (2016, page 36-51)

v) Travel Demand Management

9.1 Policy Commitments

P6	Council supports the NSW Government's target of 20% mode share to public transport for commuter trips to and from the Newcastle city centre in the peak periods by 2016.
P13	Council supports the NSW Government's mode share target to walking of 25% of local and district trips.
P14	Council supports a mode share target of 5% to cycling for trips less than 10km, and doubling of the mode share to cycling for the journey to work, from 2006 to 2016.
P24	The use of motorbikes is supported as an alternative to single occupant cars, but not as an alternative to more sustainable modes such as walking, cycling and public transport.

9.2 Actions

A31   Facilitate opportunities for establishment of car share schemes.

Dedication of parking spaces for car-sharing purposes; flexible development controls and developing a car share policy, are examples of ways in which Council can facilitate car sharing. Though Newcastle may not yet meet density and trip pattern criteria that make car share viable in the short term, development of a policy that sets out Council's position on car sharing, and the procedures by which organisations would be selected and schemes implemented, signals Council's interest and will position Council to respond to future opportunities. In the short term Council will initiate discussions with car share companies to determine the feasibility of establishment of car sharing programs in Newcastle and inform development of a policy.

A32   Develop and implement a Workplace Travel Plan (Green Travel Plan) for Council.

Council will lead by example and encourage its own staff to reduce reliance on cars for work journeys, through surveying staff travel patterns and developing a travel plan. The process of developing a travel plan will have regard for potential for wider application and include production of a template for adaptation by other major employers in the Lower Hunter.

A33   Facilitate car pooling.

Council will investigate partnering with education and health sectors and other Lower Hunter councils to implement a car pooling program in the region. This initiative may be progressed through the Lower Hunter Councils Transport Group. Car pooling for work travel will be encouraged through development of a workplace travel plan.

A34   Investigate and advocate for park and ride schemes.

Examples of park and ride schemes exhibit significant variations in scale and form. Though the 'ride' part is usually taken to mean a public transport journey, car to car-pool transfers already occur and may be encouraged as a viable intermediate step. Council will continue to advocate to Transport for NSW for investigation and development of regional park and ride facilities. Council will investigate the role of park and ride in Newcastle in reducing single occupant car trips and potential locations for parking of vehicles to facilitate transfer to public transport or car pooling.

A35   Provide information on sustainable transport options and promote their use.

Council will communicate the benefits of active transport and promote increased participation in walking and cycling through such measures as publication of cycling maps, and participation in events such as Walk to Work Day, NSW Bike Week and Ride to Work Day. In conjunction with completion of significant walking and cycling facilities projects, Council will undertake communication to promote their use. Council will enhance its communication of sustainable transport options through enhancement of its web site and through expansion of production of transport access guides. Officers will be encouraged to include information about sustainable transport options in conjunction with promotion of events. Council will continue its involvement in the Lower Hunter Councils Transport Group to facilitate increased mode share to sustainable transport. Through this group and fostering of other partnerships, Council will develop a regional communications strategy for conveying the benefits of reduced car use and increased participation in active transport.

3. Community and Stakeholder Engagement

a) Noosa Transport Strategy (2017, page 9)

Community and Stakeholder Feedback

Noosa Council engaged with consultants, key stakeholders and the community to understand both the transport challenges in Noosa as well as the possible solutions. Council has welcomed the hundreds of ideas and suggestions on addressing Noosa's traffic and transport issues.

The Noosa community and key stakeholders were very active through the Your Say Noosa website, writing letters, sending emails and talking to Councillors and staff. At last count, Council received over 1,200 comments during the consultation process.

Residents, employees and visitors alike are becoming increasingly frustrated with traffic congestion and parking difficulties in Noosa's hotspots during peak holiday periods, on weekends and also during major events. In 2016, approximately 58% of visitors to Noosa were day-trip visitors with the vast majority arriving by car.

Population growth south of Noosa Shire is expected to increase by 30% over the next 10 years, thereby increasing the pressure on Noosa's road network even further. For visitors who arrive by car, the message could be "give your car a holiday while you relax in Noosa".

Congestion in key hotspots cannot be addressed in isolation. Rather, any changes to car parking or road configurations needs to address the impact on surrounding areas. In order to maintain the laid-back Noosa lifestyle, it is important to resist the pressure to increase capacity for more cars and more car parking.

While congestion and car parking may be an issue for coastal areas, lack of public transport services and long distances between town centres is a concern for some hinterland residents. Hinterland residents are particularly car dependent. Dispersed populations often make public transport unviable.

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3. Community and Stakeholder Engagement

b)   Hobsons Bay Integrated Transport Plan (2017, page 16-17)

What you told us

The Connecting the Bay consultation series was held in October 2015 to guide integrated transport planning in Hobsons Bay. Sessions were held in each Council ward and attended by over 100 participants, including local residents and representatives from business, service providers, transport operators and Victorian Government transport agencies (VicRoads, Public Transport Victoria and the Department of Economic Development, Jobs, Transport and Resources). Council's advisory groups were also consulted directly throughout this process.

Connecting the Bay highlighted many issues for Hobsons Bay's transport system, including public transport service levels, road congestion, cycling infrastructure gaps, lack of integration and the potential impacts of major transport projects. Participants also highlighted opportunities to improve sustainable transport services and infrastructure, take advantage of new and emerging technologies, and reduce demand for car-based travel through appropriate development and the revitalisation of local shopping precincts. Figure 5 summarises the key transport actions that were raised during these sessions.

Further consultation on various Council projects (e.g. Hobsons Bay 2030, Western Distributor interim position) raised a number of additional issues. These included concerns about increased freight activity, development and density, as well as the need for improved transport options across the municipality.

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