

NOTICE OF MEETING



TRANSPORT AND INFRASTRUCTURE ADVISORY COMMITTEE MEETING

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

Venue	Conference Room, Station Street, Mullumbimby
Date	Thursday, 15 April 2021
Time	9.00am

Phillip Holloway
Director/Executive Manager <Title>

I2021/585
Distributed 08/04/21

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 Code of Conduct for Councillors (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 the Code of Conduct for Councillors.

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.

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 of the provisions in the Code of Conduct (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 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
BUSINESS OF MEETING

1. APOLOGIES

2. DECLARATIONS OF INTEREST – PECUNIARY AND NON-PECUNIARY

3. ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

3.1	Adoption of Minutes from Previous Meeting	5
-----	---	---

4. STAFF REPORTS

Infrastructure Services

4.1	Road Safety Campaign.....	13
4.2	Update on roads, reseals, reconstructions, maintenance requirements, and budgetary situation	21
4.3	Kolora Way Shared Path Update.....	37
4.4	Membership change to TIAC constitution	50
4.5	PAMP and Bike Plan Evaluation Processes	60
4.6	Movement and Place Brief (Draft).....	90
4.7	Tourism Signage Policy	119

ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

Report No. 3.1 Adoption of Minutes from Previous Meeting

Directorate: Infrastructure Services

5 **Report Author:** Dominika Tomanek, Executive Assistant Infrastructure Services

File No: I2021/557

10 **RECOMMENDATION:**

That the minutes of the Transport and Infrastructure Advisory Committee Meeting held on 28 January 2021 be confirmed.

15 **Attachments:**

1 Minutes 28/01/2021 Transport and Infrastructure Advisory Committee, I2021/116 , page 8 [↓](#)

Report

The attachment to this report provides the minutes of the Transport and Infrastructure Advisory Committee Meeting of 28 January 2021 .

5

Report to Council

The minutes were reported to Council on 25 February 2021

Comments

10

In accordance with the Committee Recommendations, Council resolved the following:

21-028 Resolved that Council adopts the following Committee Recommendation:

Report No. 4.1 Byron to Suffolk Cycleway - Browning St Roundabout Bypass Connection

File No: I2021/18

Committee Recommendation 4.1.1

That Council endorses the attached plan (Attachment 1 - E2020/97761) for the On-Road Cycleway Connection at Bangalow/Browning/Tennyson Roundabout pavement marking and signage to be installed.

21-029 Resolved that Council adopts the following Committee Recommendations:

Report No. 4.2 Signage Policy Update

File No: I2021/81

Committee Recommendation 4.2.1

1. That Council notes the progress undertaken to update Council's Tourist, Street Name, Community Facility and Service Signs (Policy 07/102) in accordance with resolution 18-465 and developing a wildlife signage strategy.
2. That the Transport and Infrastructure Advisory Committee is provided

BYRON SHIRE COUNCIL

ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

3.1

with scoping documentation outlining the signage policy review as soon as possible prior to a workshop to be held in March 2021.

21-030 Resolved that Council adopts the following Committee Recommendation:

Regular Item on the TIAC Agenda

Committee Recommendation 4.3.1

That the Transport and Infrastructure Advisory Committee receives an update on roads, reseals, reconstructions, maintenance requirements, and budgetary situation as a regular item on future Agendas.

21-031 Resolved that Council adopts the following Committee Recommendation:

Kolora Way Update

Committee Recommendation 4.4.1

That the Transport and Infrastructure Advisory Committee receives a further report on bikeway options at the next meeting.

M I N U T E S O F M E E T I N G



**TRANSPORT AND INFRASTRUCTURE
ADVISORY COMMITTEE MEETING**

Venue	Council Chambers, Station Street, Mullumbimby
Date	Thursday, 28 January 2021
Time	9.00am

*I2021/116
Distributed 21/01/21*

BYRON SHIRE COUNCIL

ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

3.1 - ATTACHMENT 1

BYRON SHIRE COUNCIL

ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

3.1 - ATTACHMENT 1

BYRON SHIRE COUNCIL

TRANSPORT AND INFRASTRUCTURE ADVISORY COMMITTEE MEETING MINUTES 28 JANU

Minutes of the Transport and Infrastructure Advisory Committee Meeting held on Thursday, 28 January 2021

File No: I2021/116

PRESENT: Cr S Richardson (Mayor), Cr B Cameron

Staff: Phil Holloway (Director Infrastructure Services)

Evan Elford (Manager Works)

Phil Warner (Manager Assets and Major Projects)

James Flockton (Infrastructure Planning Coordinator)

Andrew Pearce (Traffic Engineer)

Dan Strzina (Project Officer)

Joelinda Bourke (Minute Taker)

Community Representatives: Sapoty Brook, Graham Hamilton, and David Michie

Non-Voting Representatives: Katrina Ross (Social Futures), and Glenn Bailey (Social Futures)

Cr Cameron (Chair) opened the meeting at 9:08am and acknowledged that the meeting was being held on Bundjalung Country.

APOLOGIES:

Cr J Martin, Andi Maclean

DECLARATIONS OF INTEREST – PECUNIARY AND NON-PECUNIARY

There were no declarations of interest.

ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

Report No. 3.1 Adoption of Minutes from Previous Meeting
File No: I2021/37

Committee Recommendation:

That the minutes of the Transport and Infrastructure Advisory Committee Meeting held on 8 October 2020 be confirmed. (Cameron/Michie)

The recommendation was put to the vote and declared carried.

BYRON SHIRE COUNCIL

TRANSPORT AND INFRASTRUCTURE ADVISORY COMMITTEE MEETING MINUTES 28 JANU

Note: The minutes of the meeting held on 8 October 2020 were noted, and the Committee Recommendations adopted by Council, at the Ordinary Meeting held on 22 October 2020.

BUSINESS ARISING FROM PREVIOUS MINUTES

There was no business arising from previous minutes.

The committee requested to deal with Report 4.2 first on the Agenda.

STAFF REPORTS - INFRASTRUCTURE SERVICES

Report No. 4.2 Signage Policy Update
File No: I2021/81

Committee Recommendation:

1. That Council notes the progress undertaken to update Council's Tourist, Street Name, Community Facility and Service Signs (Policy 07/102) in accordance with resolution 18-465 and developing a wildlife signage strategy.
2. That the Transport and Infrastructure Advisory Committee is provided with scoping documentation outlining the signage policy review as soon as possible prior to a workshop to be held in March 2021. (Hamilton/Cameron)

The recommendation was put to the vote and declared carried.

Report No. 4.1 Byron to Suffolk Cycleway - Browning St Roundabout Bypass Connection
File No: I2021/18

Committee Recommendation:

That Council endorses the attached plan (Attachment 1 - E2020/97761) for the On-Road Cycleway Connection at Bangalow/Browning/Tennyson Roundabout pavement marking and signage to be installed. (Michie/Cameron)

The recommendation was put to the vote and declared carried.

No. 4.3 Regular Item on the TIAC Agenda

Committee Recommendation:

That the Transport and Infrastructure Advisory Committee receives an update on

BYRON SHIRE COUNCIL

ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

3.1 - ATTACHMENT 1

BYRON SHIRE COUNCIL

TRANSPORT AND INFRASTRUCTURE ADVISORY COMMITTEE MEETING MINUTES 28 JANU

**roads, reseals, reconstructions, maintenance requirements, and budgetary situation
as a regular item on future Agendas.** (Cameron/Michie)

The recommendation was put to the vote and declared carried.

No. 4.4 Kolora Way Update

Committee Recommendation:

**That the Transport and Infrastructure Advisory Committee receives a further report
on bikeway options at the next meeting.** (Michie/Cameron)

The recommendation was put to the vote and declared carried.

There being no further business the meeting concluded at 10:56am.

STAFF REPORTS - INFRASTRUCTURE SERVICES

Report No. 4.1 Road Safety Campaign

Directorate: Infrastructure Services

5 Report Author: Andrew Pearce, Traffic Engineer

File No: I2021/218

Summary:

The purpose of this report is to provide TIAC with an update on Council Resolution 20-405 which resolved the following:

- 10 1. *That TIAC recommend that signage be incorporated as part of the Coolamon Scenic Drive Project be accessed for road safety signage.*
2. *That Council seek approval to incorporate Road Safety signage /other measures within future Road Safety Upgrade projects.*
- 15 3. *The report be brought to next TIAC meeting focusing on road safety concerns and potential funding opportunities and that advice from TIAC members be sought regarding messaging and location for signs.*
- 20 4. *That Council consider an allocation of funds from Risk Management Reserve to address other areas not covered by Coolamon Scenic Drive Project.*
5. *That Council continue to liaise with TfNSW with regard to creating a Road Safety Officer position and planning road safety programs for the shire.*
- 25 6. *That Council continue developing a funding model for a Road Safety Officer.*

30 RECOMMENDATION:

That

- 35 1. **That Council continues to pursue funding opportunities to target road safety and to embed road safety principles in all transport related projects.**

RESOLUTION ITEM 1

Staff have spoken with TfNSW to install additional road safety signage as part of the Coolamon Scenic Drive grant funded project. The additional signage aims to promote greater road safety for active transport road users.

- 5 TfNSW supported this request and additional Cycling safety signage will be installed when works crews return to construct additional retaining walls in stage 3 works.

RESOLUTION ITEM 2

- 10 Staff have reviewed the guidelines associated with Safer Roads projects and associated Road Safety Audits and can confirm consideration must be given to all road users and all modes of transport.

This enables staff to continue submitting requests to install road safety signage relevant to all road users as part of Safer Roads grants.

- 15 The following provides select examples of Road Safety Measures already undertaken by Staff as part of road transport projects.

Broken Head Road Cycleway

- 20 The southern section of the Broken Head Road cycle way constructed in late 2020, was TfNSW grant funded. After a Safety in Design review staff sought approval to include guide posts to provide greater separation between cars and bikes / pedestrians.

- 25 While these guide posts are not required by the national guidelines the project engineer considered their installation would provide a significant improvement to bike safety. After reviewing all the options shown in Figures 1-4, the yellow kerb separator with guide posts in Figure 4 were adopted and were installed at key on-road locations where separation was a concern.



Figure 1



Figure 2



Figure 3



Figure 4

Skidders Shoot Road & Grays Lane

The project engineer considered increased speeding a potential risk to active transport road users once the road surfaces were improved as a result he contacted TfNSW and requested a speed zone review for both roads. As a result, TfNSW approved a reduction in the Speed Zone and recommended signage modification to reinforce a more traffic calmed environment.

RESOLUTION ITEM 3

The following paragraphs are designed to facilitate discussion and advice from TIAC members through providing some helpful background information.

Infrastructure Services have embedded within their Safety in Design template the requirement to assess Road Safety for all road users and recommended solutions, such as signage or other measures. The Safety in Design template is used during the project design phase to identify early on any safety concerns and solutions relevant to the project.

Staff are also preparing a Road Access and Safety Principle policy (Refer Res 20-741) to embed road safety across all Council departments, for all road users, and within all private and public transport related projects.

Council receives numerous requests each week relating to a wide range of concerns. A review of concerns submitted to Council suggests the following areas have a higher level of frequency:

- Parking & Traffic congestion:
 - Byron Bay Pay Parking scheme matters
 - Sunrise Blvd, parking on verges
 - Arts & Industrial Estate
 - Bangalow Rd – parking & Cycleway conflict
 - Bangalow Rd - parking congestion in side streets
 - North Head Road
 - Broken Head

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.1

- Suffolk Park – especially Clifford St
- Bus Stops
- Speeding
 - Key locations: New Brighton Rd, Patterson St, Sunrise Blvd, Orana Road
- 5 ○ Speed humps are most common requests.
- Pedestrian / Cyclist Safety
 - Footpath requests - new and upgraded
 - More active transport networks
 - Zebra crossings
- 10 • Road Closures & Maintenance works

Funding Opportunities & Resources

The primary resource for state government road safety campaigns and funding information is the Centre for Road Safety - <https://roadsafety.transport.nsw.gov.au/>

- 15 As part of the Centre for Road Safety there are specific grants, such as:
- Country Passenger Transport Infrastructure Grants Scheme (CPTIGS)
 - Applied for a grant August 2019
 - Awarded \$2,200 in November 2020
 - Local Government Road Safety Program
 - 20 ○ Previously used this grant to do Little Blue Dinosaur Campaign
 - In discussions with TfNSW to do a Speed Radar Sign campaign
 - Grants up to \$10,000
 - Safer Roads Program
 - Bangalow Road (Bangalow to Broken Head Rd)
 - 25 ○ Coolamon Scenic Drive

- NSW Walking and Cycling (Active Transport) Program
 - Balemo Drive Shared Path
 - Road Safety Officer funding

5 Road Safety Campaigns

Staff submitted a business case for the purchase of several Speed Radar Signs to be included in the 2021/22 budget. In the mean time, staff have been in discussion with TfNSW to see if TfNSW can support the purchase of one sign and begin a safety campaign targeting speed this financial year, given speeding is the most frequent complaint.

Research undertaken as part of trial wildlife signage found Speed Radar Signs are widely considered the most effective method to reduce speed in key locations. This approach is also considered significantly more cost effective than constructing speed humps at approximately \$30,000 per speed hump and will enable staff to focus on multiple locations throughout the year.

As an alternative to Radar signs Council may consider the use of VMS boards. However, Council would need to purchase these and vandalism / theft is a significant concern in rural locations.

Trial Signage

Staff approached TfNSW to trial new road safety signage such as the following:



This signage matches a recently introduced road rule that requires all cars to give 1m clearance to on-road cyclists in urban environments and 1.5m clearance in rural locations.

The signage also matches a campaign run by the Centre for Road Safety called 'Go Together' where they promote this road rule through an education campaign. Staff also noticed this signage being used across Queensland and Tasmania.

TfNSW did not support the use of this sign and requested we use standard TfNSW signage. Due to concern around ensuring the signage requirement meets the posted speed for the road.

5 **RESOLUTION ITEM 5 – 6**

Given the volume of public enquiries regarding road safety related matters and the increasing emphasis to embed road safety for all road users across all transport projects. The most effective means to ensure this happens is employ a Road Safety Officer.

- 10 This position is funded 50/50 with TfNSW for 4 years and provides a full time staff member to embed road safety across Byron Shire Council works.

Staff have been progressing the development of a funding model for the role and liaising with TfNSW. Funding is being sought as part of the 2021/22 budget process.

Key issues

- 15 The funding of a Road Safety Officer is an ongoing key issue, along with sufficient Council funding to implement Road Safety actions.

Options

Continue to seek grant and Council funding in this area.

Next steps

Continue to seek grant and Council funding in this area.

- 20 Develop and Council adopt the proposed RASP's Policy

Strategic Considerations

Community Strategic Plan and Operational Plan

While there is no specific OP action connected to the work outlined in this report the following OP action is related.

- 25 It is recommended adding another line item under DP Action Level 1.3.1.

CSP Objective	L2	CSP Strategy	L3	DP Action	L4	OP Activity
---------------	----	--------------	----	-----------	----	-------------

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.1

Community Objective 1: We have infrastructure, transport and services which meet our expectations	1.1	Provide a road network which is safe, accessible and maintained to an acceptable level of service	1.1.6	Provide stormwater infrastructure to manage flood mitigation, social and environmental outcomes	1.1.5.3	Seek and apply for grants that deliver new or upgraded road network works
--	------------	--	--------------	--	----------------	--

Recent Resolutions

- Resolution 20-741

Council Resolved that:

- 5 1) Adopts the following Road Access and Safety Principles (RASPs) for the Byron Shire road network:
- 10 a) All users and modes of transport have an equal right of safe access to and movement on the road network.
- 10 b) Road safety audits must consider the access and safety of all road users, modes of transport and services delivered within the road reserve such as bus stops and waste collection.
- 15 c) Road renewals, upgrades and maintenance must demonstrate that works have considered all road users, modes of transport and services delivered in the road reserve and ensure fair funding for all users and modes and any inability to provide such delivery must be justified.
- 15 d) New roads must include safe access infrastructure for cyclists, pedestrians and services delivered in the road reserve and ensure fair funding for all users and modes
- 20 2) Embeds the Road Access and Safety Principles (RASPs) actions into the Operational/Delivery Plan at the next quarterly review:
- 20 a) Adapt Asset Management policy, capital works and maintenance planning procedures so that the RASP's are able to be applied to all new road related projects from July 2021.
- 25 b) Update road related infrastructure, movement, access and safety policies to be able to apply RASP's by June 2021.

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.1

- c) Identify and update relevant DCP chapters to include RASPs by December 2021.
- d) Receives a report at the April Ordinary Meeting 2021 to:

5 3) Report on progress

- a) identify any conflicting issues and how they may be reconciled.
- b) identify a pathway and timetable to complete implementation of all necessary actions.

Legal/Statutory/Policy Considerations

10 N/A

Financial Considerations

Budget allocations associated with adopting a Road Safety Officer are still under review as part of the 2021/22 Council budget process

Consultation and Engagement

15 N/A

Report No. 4.2 Update on roads, reseals, reconstructions, maintenance requirements, and budgetary situation

Directorate: Infrastructure Services

5 **Report Author:** Joshua Provis, Road and Bridge Engineer

File No: I2021/219

Summary:

At the February Council meeting Council resolved the following:

21-030 Resolved that Council adopts the following Committee Recommendation:

Regular Item on the TIAC Agenda

Committee Recommendation 4.3.1

That the Transport and Infrastructure Advisory Committee receives an update on roads, reseals, reconstructions, maintenance requirements, and budgetary situation as a regular item on future Agendas.

10 The following report will provide a status update on the asphalt overlay, bitumen reseal, road reconstruction (including bridges), maintenance, and gravel road projects which have either been completed in the 2020/2021, or are planned to commence in the 2020/2021 financial year.

15

RECOMMENDATION:

That the Committee note the report.

20

Report

Road Asphalt Overlay Program

The asphalt overlay program is funded annually by Council funding sources such as SRV and Revenue and is currently being further supplement by the ECG overlay and heavy patching programs.

5

Road	Locality	Date Completed	Length	Cost
Ewingsdale Road	Ewingsdale	29/06/2020	1700	\$704,518
Byron St, Short St & Teven St	Brunswick Heads	16/07/2020	745.5	\$173,782
Nana St, Mullumbimbi St, Balun St, Shapcott Lane, Ring Ln, Galleon St & Nelson St	Brunswick Heads	15/07/2020	222.5	\$61,110
Fingal Street	Brunswick Heads	13/07/2020	220	\$38,764
Booyun St & Slessor Ln	Brunswick Heads	14/07/2020	320	\$75,944
Balemo Drive	Ocean Shores	18/09/2020	1580	\$379,797
Yengarie Way	Ocean Shores	25/09/2020	130	\$39,300
Rajah Rd	Ocean Shores	9/10/2020	830	\$231,684
Orana Rd & Warrambool Rd	Ocean Shores	23/09/2020	50	\$133,207
Mullumbimbi St & South Beach Rd	Ocean	13/10/2020	200	\$94,784

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.2

	Shores			
Broken Head Rd, Bangalow Rd, Arakwal Ct & Wollumbin St	Byron Bay	5/11/2020	1468	\$350,080
Somerset St	Byron Bay	25/02/2021	150	\$78,323
Wordsworth St	Byron Bay	25/02/2021	20	TBC
Butter Lane	Byron Bay	25/02/2021	10	TBC
Skinner's Shoot Rd	Byron Bay	3/03/2021	193	\$63,475
Burns St	Byron Bay	8/03/2021	TBC	TBC
Milton St	Byron Bay	Planned	TBC	TBC
Palm Ave	Mullumbimby	Planned	TBC	TBC
Manns Rd	Mullumbimby	Planned	TBC	TBC

Road Reseal Program

The reseal (spray seal) program is funded annually by Council funding sources such as SRV and Revenue, and is currently being further supplemented by the ECG reseal program.

5

Road	Locality	Date Completed	Length	Cost
Glasgow St	Suffolk Park	1/06/2020	178	\$7,643
Armstrong St	Suffolk Park	1/06/2020	636	\$21,471
Brandon St	Suffolk Park	1/06/2020	634	\$18,609

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.2

Fingal St	Brunswick Heads	2/06/2020	225	\$7,833
Bower St	Brunswick Heads	2/06/2020	136	\$6,656
Booyun St	Brunswick Heads	2/06/2020	120	\$9,080
Coopers Creek Rd	Upper Coopers Creek	19/08/2020	325	\$12,069
Coopers Creek Rd	Upper Coopers Creek	19/08/2020	459	\$16,620
Coopers Creek Rd	Upper Coopers Creek	19/08/2020	1,056	\$39,222
Coopers Creek Rd	Upper Coopers Creek	19/08/2020	145	\$5,248
Blackbean Rd	Wilsons Creek	23/10/2020	30	\$5,484

Road Reconstruction Program

- 5 The road reconstruction program is funded by various Council sources and grants such as SRV, Revenue, Reserves, ECG, Safer Roads Program, Bridges Renewal Program, Fixing Local Roads, Fixing Country Roads, Roads to Recovery and other TfNSW grant programs.

Projects are progressing well with any budgetary issues reported and actioned through the quarterly budget review process.

Road	Locality	Date Completed	Length	Cost
Binna Burra Rd	Binna Burra	26/11/2020	3,270	\$362,329
Pearces Rd	Booyong	6/11/2020	740	\$103,782
Booyong Rd	Booyong	6/11/2020	5,110	\$490,893

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.2

Bangalow Road Pacific Highway to Tinderbox Rd	Talofa	23/12/2020	900	\$1,557,100
Repentance Creek Rd Bridge	Goonengerry	31/10/2021	75	\$528,400
Byron Creek Bridge	Talofa	30/11/2021	105	\$2,354,449
South Arm Bridge	Brunswick Heads	15/10/2021	75	\$1,727,318
Main Arm Rd Causeway #7 Replacement	Main Arm	18/12/2021	18	\$403,700
Main Arm Rd Causeway #12 Replacement	Main Arm	19/03/2021	18	\$272,900
Main Arm Rd Causeway #14 Replacement	Main Arm	19/03/2021	18	\$286,800
Seven Mile Beach Rd	Broken Head	Under Construction	760	\$350,000
Coolamon Scenic Dr Safer Roads Program	Coorabel	Under Construction	16500	\$1,900,000
Bangalow Rd Safer Roads Program	Bangalow	Under Construction	8000	\$2,400,000
Grays Lane	Tyagarah	Planned	900	\$868,576
Minion Falls Rd	Minion Falls	Planned	700	\$518,860
Myocum Rd Safer Roads Program and pavement renewals	Ewingsdale	Planned	11000	\$4,700,000
Skidders Shoot Rd	Skidders Shoot	Planned	300	\$510,000

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.2

Rifle Range Rd	Bangalow	Planned	300	\$1,289,000
Tennyson St	Byron Bay	Planned	170	\$970,000
Coopers Shoot Rd	Coopers Shoot	Planned	3650	\$450,000
Mullumbimby Reconstruction Projects	Mullumbimby	Planned	TBC	TBC

Gravel Road Program

This financial year Council has received funding for all gravel road activities under natural disaster funding arrangements; therefore no costs are shown in the table below.

Road	Locality	Completed
Booyong Rd	Booyong	Completed
Upper Coopers Creek Rd	Upper Coopers Creek	Completed
Tickles Rd	Upper Coopers Creek	Completed
Brunswick Heads Sports Field	Brunswick Heads	Completed
Englishes Rd	Upper Coopers Creek	Completed
Rosewood Rd	Federal	Completed
St Helena Rd	McLeods Shoot	Completed
Piccadilly Hill Rd	Coopers Shoot	Completed
Coopers Lane West	Main Arm	Completed

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.2

Shirley Lane	Byron Bay	Completed
Manfred St	Belongil	Completed
Coopers Shoot Rd	Coopers Shoot	Completed
Grays Lane	Tyagarah	Completed
Dingo Lane	Myocum	Completed
Wilson Creek Rd	Wilsons Creek	Completed
Burnetts Rd	Nashua	Completed
Scarrabelottis Rd	Nashua	Completed
Seven Mile Beach Rd	Seven Mile Beach	Completed
Jones Rd	Yelgun	Completed
North Head Rd Car Park	New Brighton	Completed
Willows Rd	Billinudgel	Completed
Wilfred St	Billinudgel	Completed
Blindmouth Rd	Main Arm	Completed
South Beach Lane	Brunswick Heads	Completed
Waltons Rd	Federal	Completed
The Esplanade	New Brighton	Completed

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.2

Lawlers Lane	Bangalow	Completed
Scarbelottis Rd	Nashua	Completed
Taylors Rd	Nashua	Completed
Taylors Rd	Nashua	Completed
Charltons Rd	Federal	Completed
Seven Mile Beach Rd	Seven Mile Beach	Completed
Coral Ave	Mullumbimby	Completed
Clays Rd	Mullumbimby	Completed
Lomandra Lane	Mullumbimby	Completed
Kennedys Lane	Ewingsdale	Completed
St Helena Rd	McLeods Shoot	Completed
Byron Creek Rd	Coopers Shoot	Completed
Tims Lane	Broken Head	Completed
Kings Rd	Federal	Completed
Saddle Rd	Brunswick Heads	Completed
Koonyum Range Rd	Wilsons Creek	Completed
Huonbrook Rd	Huonbrook	Completed

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.2

Wanganui Rd	Wanganui	Completed
McPhails Rd	Wanganui	Completed
Dingo Lane	Myocum	Under construction
St Helena Rd	Ewingsdale	Under construction
Middle Pocket Rd	Middle Pocket	Under construction
North Head Rd	New Brighton	Planned
Riversea Lane	New Brighton	Planned
Cooks Rd	Nashua	Planned
Synotts Lane	Ocean Shores	Planned
Friday Hut Rd	Binna Burra	Planned
Tennyson St	Byron Bay	Planned
McGregor St	Suffolk Park	Planned
Shirley Lane	Byron Bay	Planned
Cedarvale Rd	Bangalow	Planned
Coopers Lane	Main Arm	Planned
Grays Lane	Tyagarah	Planned

Road Maintenance Program

5 The maintenance budget is \$3,080,500 this financial year which equates to a spend of approximately \$257,000 per month. Therefore with a remaining budget of \$640,357 as at the end of March, the budget is tracking well for the remainder of the financial year.

This year the maintenance budget (and gravel road program) has been heavily subsidised by the natural disaster claim, however it is noted that without this the maintenance budget is considered to be too low to manage maintenance across the network, considering the current road reconstruction and renewal backlog and the maintenance issues this creates..

Maintenance Item	Budget	Available Funds
Rural - Drainage Maintenance Planned	\$314,200	\$138,414
Rural - Drainage Maintenance Unplanned	-	-\$556
Urban Roads - Drainage Maintenance	\$314,200	\$137,858
Urban Roads - Patching	\$375,100	\$121,104
Sealed Rural - Patching	\$591,000	\$173,402
Bitumen Operations	\$966,100	\$294,505
Sealed Rural - Vegetation Control By Hand	\$5,400	\$5,401
Sealed Rural - Vegetation Control	\$5,000	\$4,896
Unsealed Rural - Vegetation Control	\$2,900	\$2,900
Vegetation Control Other	\$13,300	\$13,197
Sealed Rural - Roadside Tree Maintenance	\$161,000	-\$46,550

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.2

Unsealed Rural - Roadside Tree Maintenance	\$14,400	\$11,972
Urban Roads - Roadside Tree Maintenance	\$175,400	-\$34,578
Urban Roads - Shoulder Grading	-	-\$58,037
Urban Roads - Laneway Grading	\$23,200	\$23,200
Sealed Rural - Shoulder Grading	\$100,000	-\$22,192
Unsealed Rural - Maintenance Grading	\$373,500	\$29,468
Local Roads - Grading	\$496,700	-\$27,561
Urban Roads - Street Sweeper - Early	\$260,000	\$33,412
Urban Roads - Street Sweeper -Normal	\$60,000	\$48,779
Street Sweeping	\$320,000	\$82,191
Urban Roads - Mowing With Slashing	-	-\$22,196
Sealed Rural - Mowing With Slashing	\$220,000	\$129,452
Local Roads - Side Arm Slasher Hire	\$175,000	-\$1,446
Unsealed Rural - Slashing	\$10,800	\$8,647
Local Roads - Mowing	\$405,800	\$114,456
Timber Bridges - Maintenance	\$43,400	\$32,675
Concrete Bridges - Maintenance	\$6,200	-\$8,885

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.2

Helen Street Footbridge - Annual Maintenance	\$5,300	\$5,300
Bridge Maintenance - Other	\$54,900	\$29,090
Paving - Maintenance	\$77,900	\$77,102
Footpaths - Maintenance	\$77,900	\$77,102
Regulatory & Warning Signs	\$181,100	\$25,813
Guide Signs	\$29,200	\$27,292
Sign Maintenance	\$210,300	\$53,105
Urban Roads - Heavy Patching	\$53,400	\$48,635
Urban Roads - Guardrail Repairs	\$10,800	\$10,800
Urban Roads - Line Marking	\$15,000	\$6,993
Urban Roads - Other Road Items	\$20,000	-\$2,090
Urban Roads – Kerb and Gutter Maintenance	\$6,600	-\$188
Urban Roads - Roadside Waste Removal	\$21,400	\$21,400
Urban Roads - Cycleways Maintenance	-	-\$52,485
Sealed Rural - Heavy Patching	\$20,000	\$19,408
Sealed Rural - Guidepost Repairs	\$4,000	-\$33
Sealed Rural - Guardrail Repairs	\$20,400	\$5,716

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.2

Sealed Rural - Line Marking	\$8,000	\$5,141
Sealed Rural - Other Road Items	\$15,100	-\$39,403
Sealed Rural - Roadside Waste Removal	\$2,200	\$344
Unsealed Rural - Guidepost Repairs	\$6,600	\$5,601
Unsealed Rural - Guardrail Repairs	\$14,900	\$14,900
Unsealed Rural - Dead Animal Removal	\$900	\$900
Unsealed Rural - Other Road Items	\$5,400	\$1,118
Unsealed Rural - Roadside Waste Removal	\$17,400	\$17,400
Bus Shelter Maintenance	-	-\$13,684
Traffic Counts	\$30,000	\$10,728
Traffic Accidents	\$1,500	\$1,500
Carpark Maintenance	-	-\$3,651
Flood & Storm Damage	-	-\$2,938
Community Bus & Life Education Van	\$10,000	\$5,752
Outdoor Payroll Adjustments	-	-
Survey Investigation	\$12,000	\$9,169
Banner Installations	\$500	\$500

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.2

Town Clock Maintenance	-	-\$833
Small Plant Annual Charges	\$14,000	\$3,505
Depot Infrastructure Store Issues	-	-\$2,083
Bangalow Wetland Maintenance	-	-\$1,154
Permissive Occupancy Over Gordon St Car Park	-	-
Salaries not allocated to Projects	\$50,000	-\$31,283
Canon IPF685 A1 Printer	-	-\$130
Bay Lane Data Sim Fee	-	-\$152
Other Expenses	\$306,700	-\$9,230
TOTAL	\$3,080,500	\$640,357

Further budget information including any changes to budgets throughout the financial year is available for any of the above projects or maintenance program through the quarterly budget review process.

5 Strategic Considerations

Community Strategic Plan and Operational Plan

CSP Objective	L2	CSP Strategy	L3	DP Action	L4	OP Activity
---------------	----	--------------	----	-----------	----	-------------

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.2

Community Objective 1: We have infrastructure, transport and services which meet our expectations	1.1	Provide a road network which is safe, accessible and maintained to an acceptable level of service	1.1.1	Deliver road and drainage maintenance services in line with Community Solutions Panel values (SP)	1.1.1.2	Implement ongoing road planned maintenance works
Community Objective 1: We have infrastructure, transport and services which meet our expectations	1.1	Provide a road network which is safe, accessible and maintained to an acceptable level of service	1.1.1	Deliver road and drainage maintenance services in line with Community Solutions Panel values (SP)	1.1.1.3	Deliver heavy patching program
Community Objective 1: We have infrastructure, transport and services which meet our expectations	1.1	Provide a road network which is safe, accessible and maintained to an acceptable level of service	1.1.1	Deliver road and drainage maintenance services in line with Community Solutions Panel values (SP)	1.1.1.4	Deliver gravel resheeting program
Community Objective 1: We have infrastructure, transport and services which meet our expectations	1.1	Provide a road network which is safe, accessible and maintained to an acceptable level of service	1.1.1	Deliver road and drainage maintenance services in line with Community Solutions Panel values (SP)	1.1.1.5	Deliver Road Reseal Program

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.2

Community Objective 1: We have infrastructure, transport and services which meet our expectations	1.1	Provide a road network which is safe, accessible and maintained to an acceptable level of service	1.1.1	Deliver road and drainage maintenance services in line with Community Solutions Panel values (SP)	1.1.1.6	Deliver Bridge Works Program
Community Objective 1: We have infrastructure, transport and services which meet our expectations	1.1	Provide a road network which is safe, accessible and maintained to an acceptable level of service	1.1.1	Deliver road and drainage maintenance services in line with Community Solutions Panel values (SP)	1.1.1.9	Deliver Major Patching Program
Community Objective 1: We have infrastructure, transport and services which meet our expectations	1.1	Provide a road network which is safe, accessible and maintained to an acceptable level of service	1.1.1	Deliver road and drainage maintenance services in line with Community Solutions Panel values (SP)	1.1.1.10	Deliver Pavement Asphalt Overlay Program
Community Objective 1: We have infrastructure, transport and services which meet our expectations	1.1	Provide a road network which is safe, accessible and maintained to an acceptable level of service	1.1.1	Deliver road and drainage maintenance services in line with Community Solutions Panel values (SP)	1.1.1.11	Deliver Reseal Program

Report No. 4.3 Kolora Way Shared Path Update

Directorate: Infrastructure Services

Report Author: Kirk Weallans, Project Engineer
James Flockton, Infrastructure Planning Coordinator

5 **File No:** I2021/220

Summary:

Council is seeking to install a new pedestrian and cyclist access path across Yelgun Creek near the Kolora Way Road Bridge on New Brighton Road, New Brighton.

10 Mapped Coastal Wetland exists adjacent the proposed shared path site. Impact on mapped coastal wetland necessitates increased project costs and planning timeframes. As a result, it was considered beneficial to undertake an options analysis to determine whether the existing bridge could be utilised for the shared path in order to mitigate impact on coastal wetland.

15 Three (3) options have been considered to provide a safe link across Yelgun Creek for pedestrians and cyclists. The preferred staff option (Option 3) is to construct a standalone bridge and bridge approaches to facilitate a pedestrian and cyclist link across Yelgun Creek.

Options 1 and 2 which are discussed in the body of the report would not omit the need to undertake an Environmental Impact Statement.

20 Options 1 and 2 would also result in a reduced level of service for vehicles.

RECOMMENDATION:

25 **That the Committee support the detailed design of Option 3 for the construction of a new shared path and pedestrian bridge to the north of the existing road bridge on Kolora Way, proceeding to shovel ready status in financial year 2021/22**

Attachments:

- 30 1 Option 1 - Shared path on existing bridge (minimal lane narrowing), E2021/50501 , page 42 [↓](#)
- 2 Option 2 - Shared Path on existing bridge (extension of lane narrowing), E2021/50499 , page 43 [↓](#)
- 35 3 Option 3 - standalone bridge - J6658 Kolora Way Shared Path (RevC), E2021/50502 , page 44 [↓](#)

Report

Council is seeking to install a new pedestrian and cyclist access path across Yelgun Creek via the Kolora Way Bridge on New Brighton Road, New Brighton.

- 5 Pedestrian upgrades through the installation of a shared path will provide safer access for pedestrians and cyclists across the bridge. The proposed works will provide an important link for users of all abilities and enable safer access to nearby villages, schools and amenities.

- 10 Mapped Coastal Wetland exists adjacent the proposed shared path site. Impact to this wetland by the project will trigger an Environmental Impact Statement, a process which is associated with additional costs and project planning timeframes. Therefore, it was considered beneficial to undertake an options analysis to determine whether the existing bridge could be utilised for the shared path in order to mitigate impact on coastal wetland.

Options

- 15 Three (3) options have been considered to provide a safe link across Yelgun Creek for pedestrians and cyclists.

Option 1: Utilise existing bridge:

Remove existing concrete kerbing to widen shared path width to a compliant standard and reduce the available traffic lane width across the bridge and adjacent approaches to a one way priority arrangement for a minimum extent.

- 20 Refer marked up drawing Option 1 (Attachment 1 E2021/50501).

Option 2: Utilise existing bridge:

- 25 Remove existing concrete kerbing to widen shared path width to a compliant standard and reduce the available traffic lane width across the bridge and adjacent approaches for an extended length. This arrangement attempted to negate impact on mapped coastal wetland. This option would also result in a priority one way traffic arrangement.

Refer marked up drawing Option 2 (Attachment 2 E2021/50499).

Option 3: Construct a new bridge:

- 30 A concept design to construct the shared path bridge as a stand alone structure has been prepared by Planit Consulting. The concept plan positions the new shared path adjacent the existing bridge to the north. This option also involves removing existing concrete kerbing and widening the existing carriageway across the bridge for traffic. The existing Kolora Way Bridge is relatively narrow in terms of today's current design standards.

Refer Attachment 3 E2021/50499.

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.3

Table 1 - Comparison of Shared Path Options

	Option 1	Option 2	Option 3
Cost	<p>Less expensive option</p> <p>Design \$95,000</p> <p>Construction concept estimate \$445,000</p> <p>Water Main relocation \$350,000</p> <p>Estimated total project cost \$795,000</p>	<p>Less expensive option</p> <p>Design \$95,000</p> <p>Construction concept estimate \$445,000</p> <p>Water Main relocation \$350,000</p> <p>Estimated total project cost \$795,000</p>	<p>More expensive option</p> <p>Design \$100,000</p> <p>Construction concept estimate \$860,000</p> <p>Water Main relocation \$350,000</p> <p>Estimated total project cost \$1,310,000</p>
Safety	<p>Pedestrian and cyclists closer to moving traffic – less safe</p>	<p>Pedestrian and cyclists closer to moving traffic – less safe</p> <p>Limited line of sight between vehicles and bridge due to extended single lane travel.</p>	<p>Pedestrians and cyclist have greater offset from moving traffic – more safe</p>
Impact to traffic	<p>One way traffic access only – carries some risk to road users</p>	<p>Extended one way traffic access only – carries greater risk to road users</p>	<p>Two way traffic maintained. Increase in width of existing traffic lanes – safer for all road users</p>
Environmental Impact Statement	<p>Required</p>	<p>Required*</p> <p>*to completely avoid mapped land would result in a non compliant travel lane which is not inline</p>	<p>Required</p>

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.3

with relevant design standards.			
Water Main Impact	Budget likely required to relocate existing AC water main	Budget likely required to relocate existing AC water main	Budget required to relocate existing AC water main
Consultation	Recommended The community may not support the reduced level of service with this option for vehicular traffic.	Recommended The community may not support the reduced level of service with this option for vehicular traffic.	Recommended

Strategic Considerations

Community Strategic Plan and Operational Plan

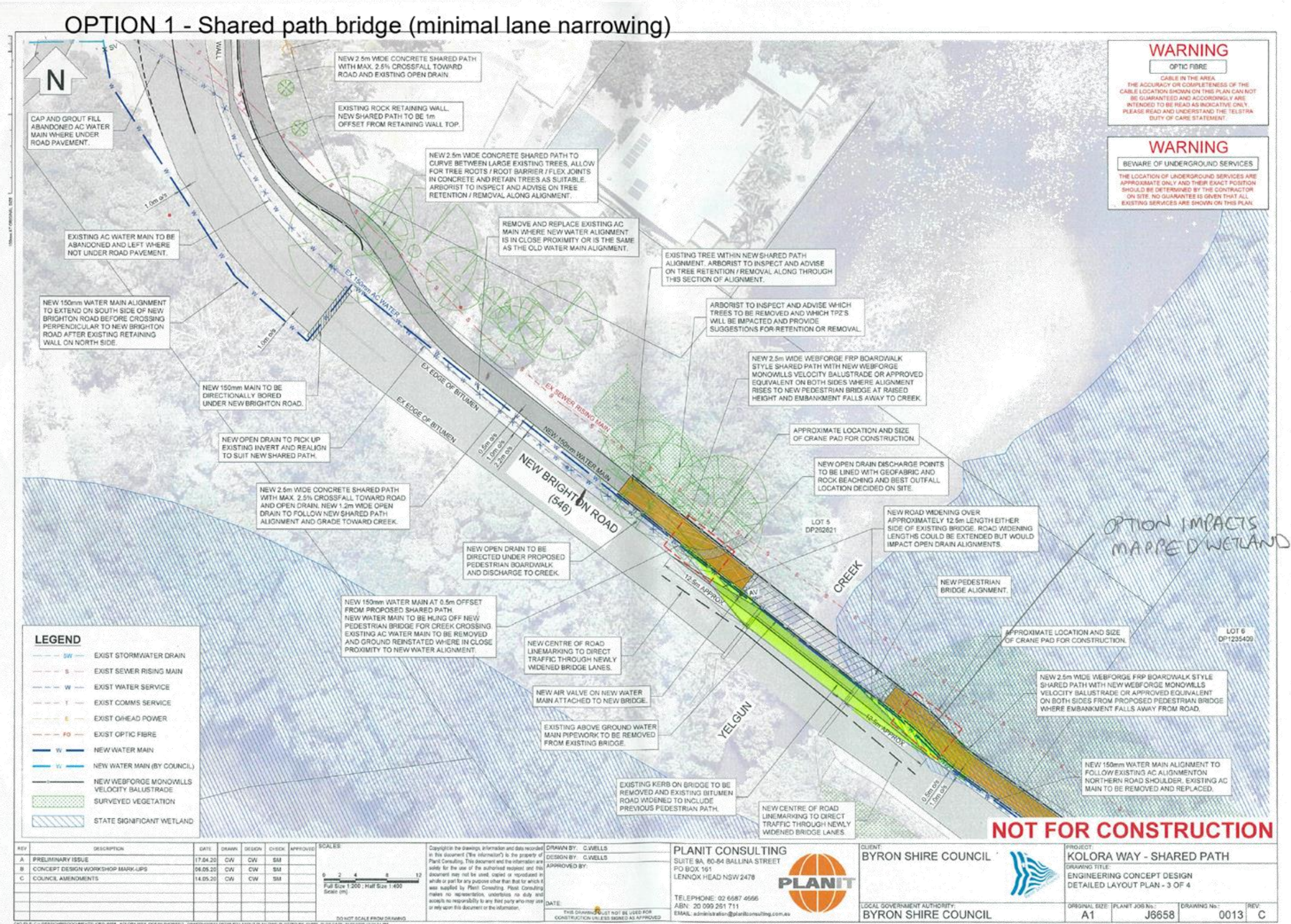
CSP Objective	L2	CSP Strategy	L3	DP Action	L4	OP Activity
Community Objective 1: We have infrastructure, transport and services which meet our expectations	1.3	Support, through partnership, a network of integrated sustainable transport options	1.3.1	Ensure an integrated and accessible transport network (SP)	1.3.1.2	Delivery prioritised Pedestrian and Access Mobility Plan (PAMP) facilities

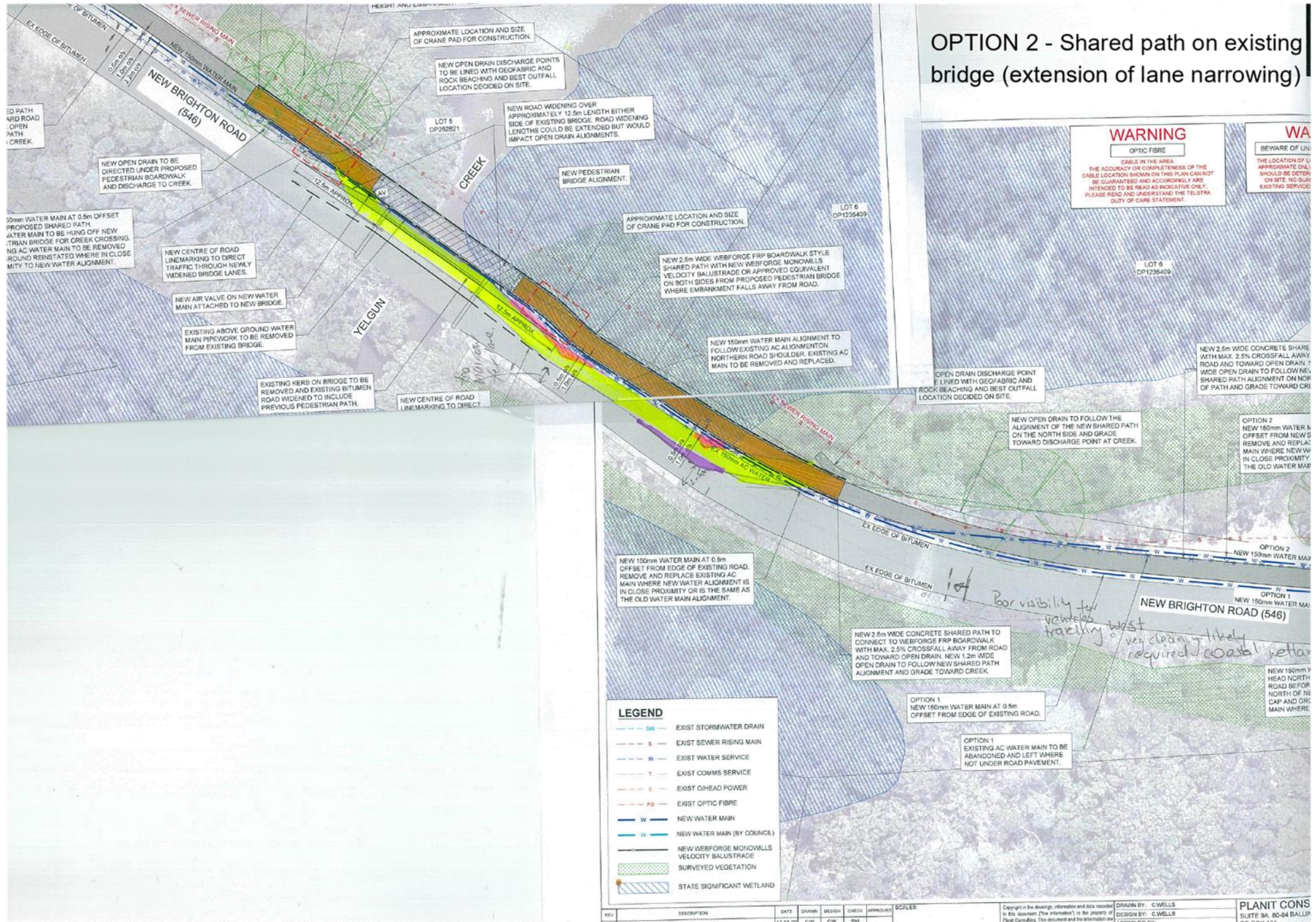
Legal/Statutory/Policy Considerations

- 5 There are a number of legislative considerations in regards to this project particularly in relation to technical and environmental considerations. These requirements will be confirmed through the design process.

Financial Considerations

\$100,000 has been included in the draft 2021/22 budget for Council consideration to bring this project forward to shovel ready status to take advantage of any future grant funding opportunities.





BYRON SHIRE COUNCIL
KOLORA WAY - SHARED PATH
ENGINEERING CONCEPT DESIGN

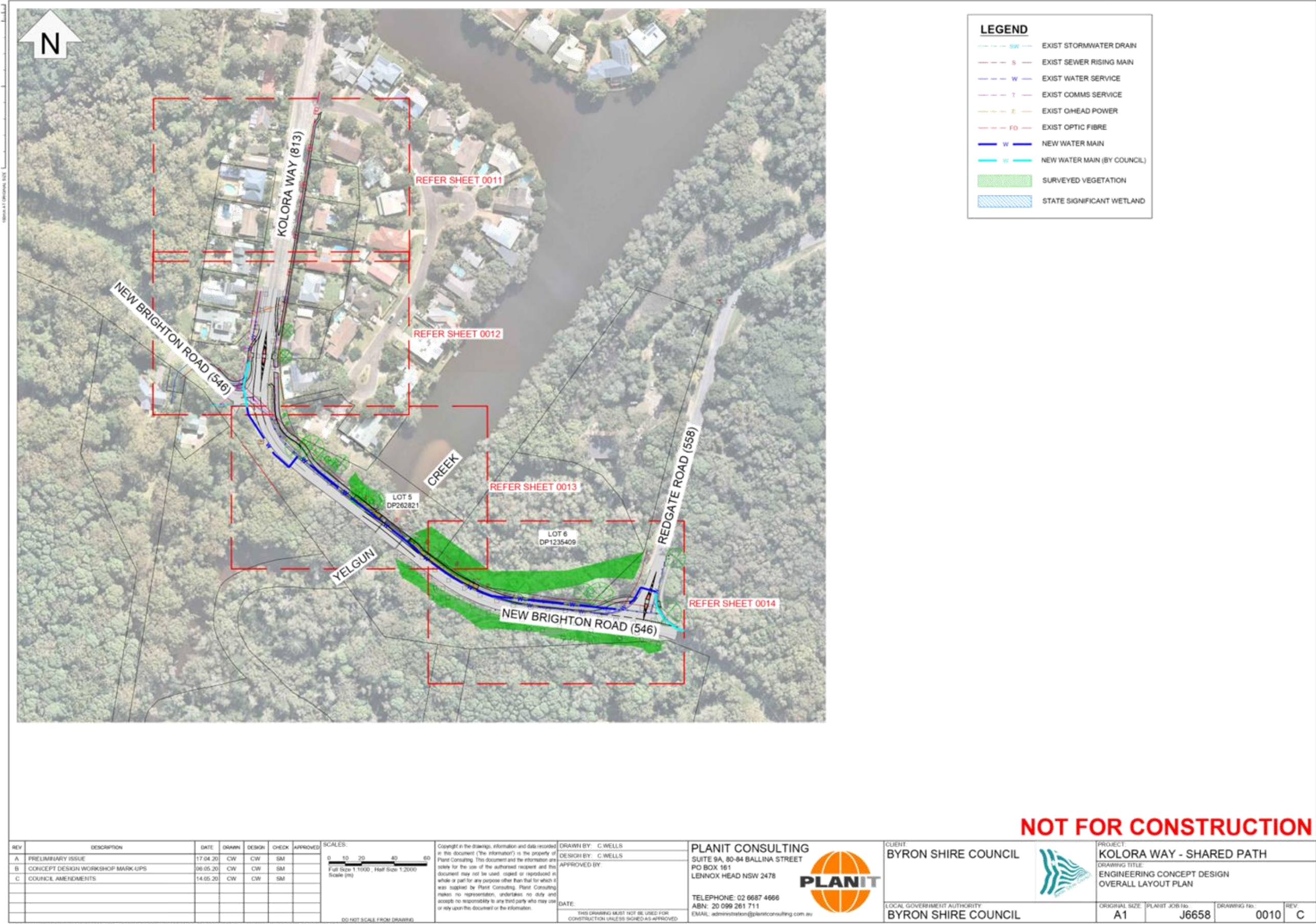


DRAWING NO.	TITLE	REVISION
J6658 - 0001	COVER SHEET, DRAWING REGISTER & LOCALITY	C
J6658 - 0010	OVERALL LAYOUT PLAN	C
J6658 - 0011	LAYOUT PLAN - SHEET 1 OF 4	C
J6658 - 0012	LAYOUT PLAN - SHEET 2 OF 4	C
J6658 - 0013	LAYOUT PLAN - SHEET 3 OF 4	C
J6658 - 0014	LAYOUT PLAN - SHEET 4 OF 4	C
J6658 - 0015	TYPICAL PATH SECTIONS	C

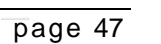


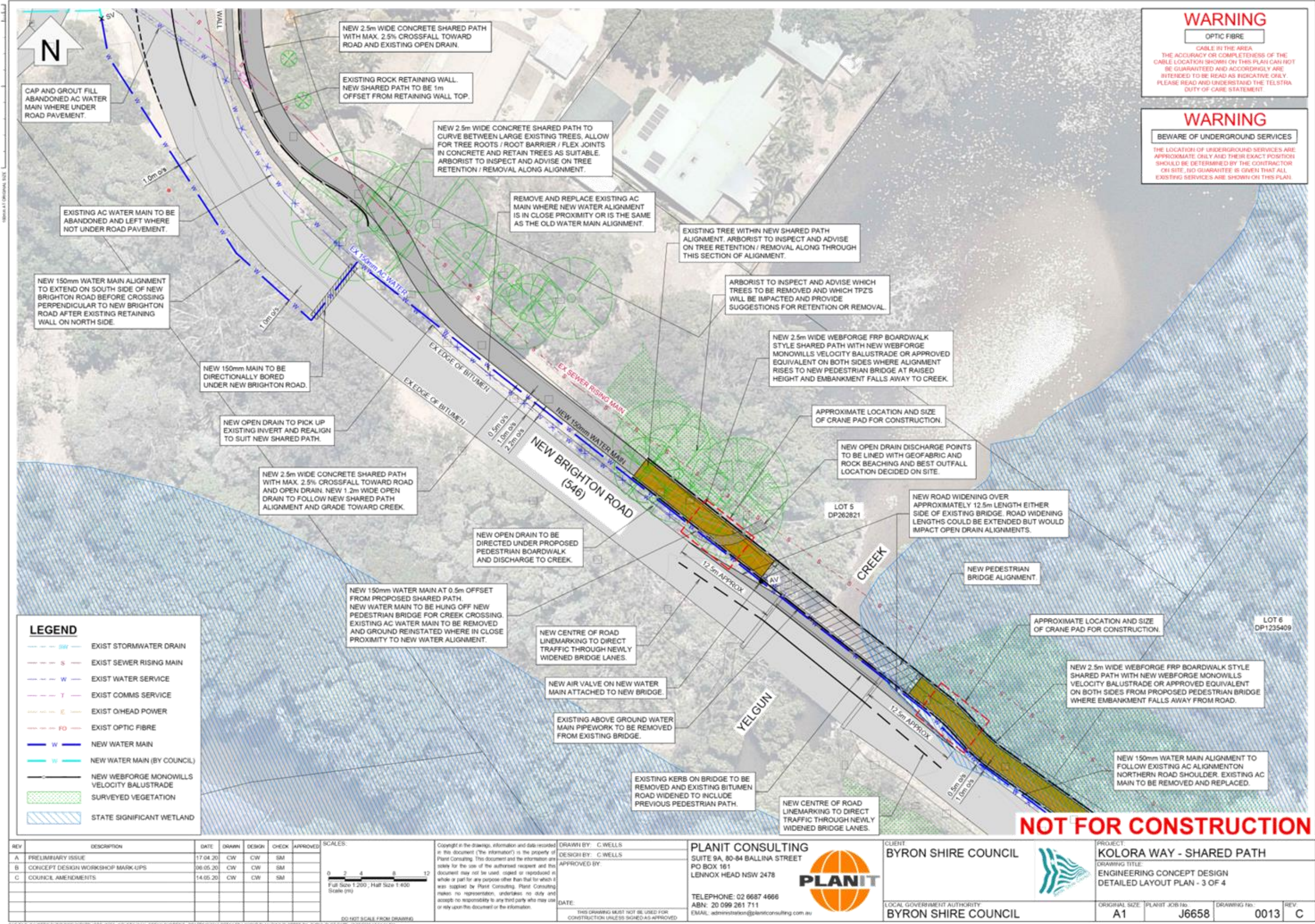
NOT FOR CONSTRUCTION

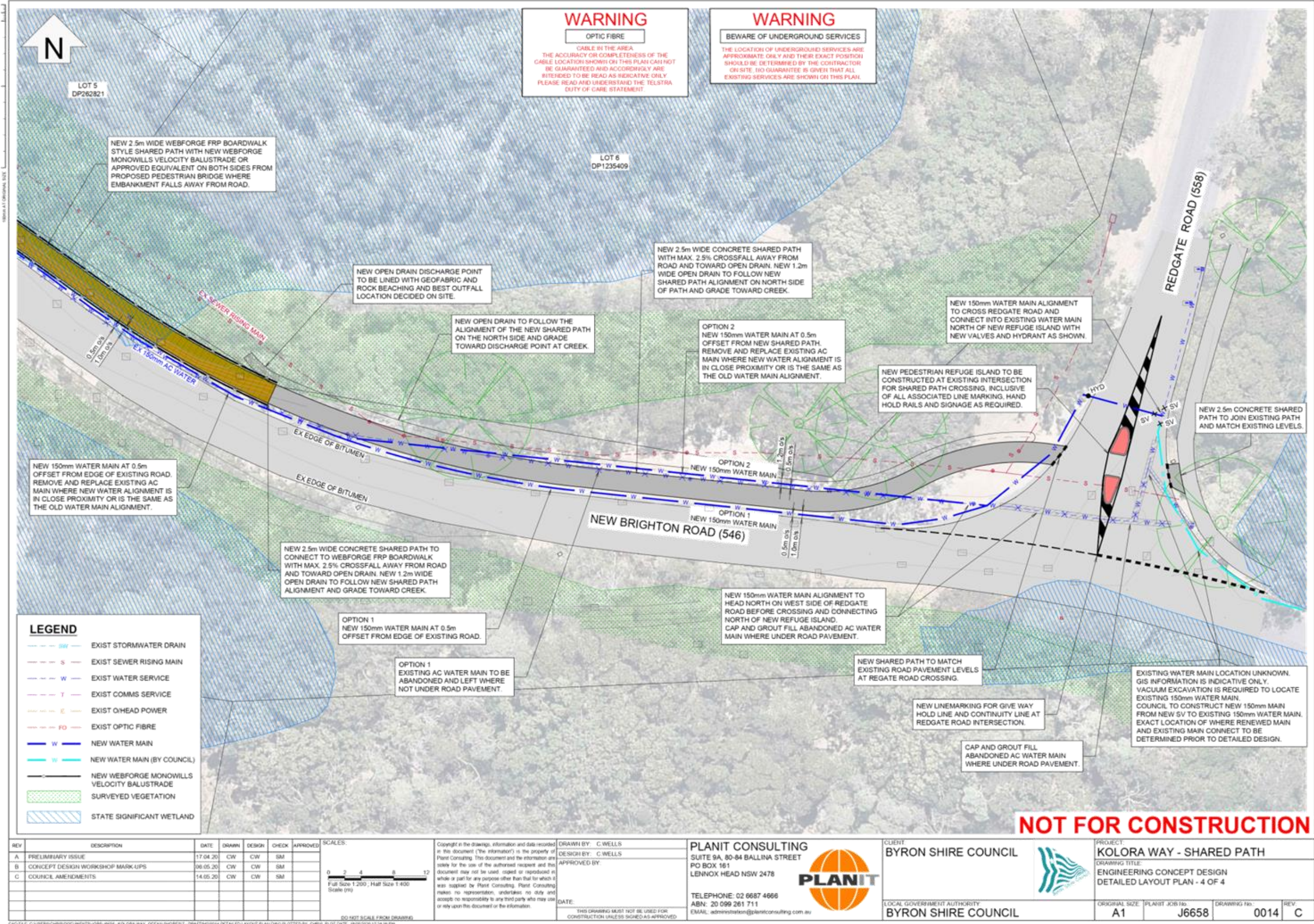
REV		DESCRIPTION	DATE	DRAWN	DESIGN	CHECK	APPROVED	SCALES	Copyright in the drawings, information and data recorded in this document ("the information") is the property of Planit Consulting. This document and the information are solely for the use of the authorised recipient and this document may not be used, copied or reproduced in whole or part for any purpose other than that for which it was supplied by Planit Consulting. Planit Consulting makes no representation, undertakes no duty and accepts no responsibility to any third party who may use or rely upon this document or the information.	DRAWN BY: C.WELLS DESIGN BY: C.WELLS APPROVED BY: DATE:	PLANIT CONSULTING SUITE 9A, 80-84 BALLINA STREET PO BOX 161 LENNOX HEAD NSW 2478 TELEPHONE: 02 6687 4666 ABN: 20 099 261 711 EMAIL: administration@planitconsulting.com.au	CLIENT BYRON SHIRE COUNCIL	PROJECT KOLORA WAY - SHARED PATH
A		PRELIMINARY ISSUE	17.04.20	CW	CW	SM		NOT TO SCALE		DO NOT SCALE FROM DRAWING	LOCAL GOVERNMENT AUTHORITY BYRON SHIRE COUNCIL	DRAWING TITLE: ENGINEERING CONCEPT DESIGN COVER SHEET, DRAWING REGISTER & LOCALITY	ORIGINAL SIZE: A1 PLANIT JOB No: J6658 DRAWING No: 0001 REV: C
B		CONCEPT DESIGN WORKSHOP MARK-UPS	06.05.20	CW	CW	SM							
C		COUNCIL AMENDMENTS	14.05.20	CW	CW	SM							











Report No. 4.4 Membership change to TIAC constitution

Directorate: Infrastructure Services

Report Author: Evan Elford, Manager Works

File No: I2021/289

5 **Summary:**

In February 2021, council received correspondence from Katrina Ross who is a community representative on the Transport and Infrastructure Advisory Committee (TIAC). Katrina Ross (who is currently not a voting member) wishes to nominate a proxy representative while they are on leave.

10 As this person's membership is not a voting membership, there is no need for a council resolution to appoint a temporary replacement representative to the advisory committee.

However, if the committee would like to change this person's representation to a voting member, then a council resolution is required. The TIAC constitution outlines the process for releasing members and appointing a new member by resolution of Council.

15

RECOMMENDATION:

20 **That TIAC approve Glenn Bailey as the temporary replacement representative member, as nominated by Katrina Ross.**

Attachments:

1 ADVISORY COMMITTEES - TIAC Constitution - Transport and Infrastructure Advisory
25 Committee _2016, E2021/51456 , page 53 [↓](#)

Report

In February 2021, Council received correspondence from Katrina Ross, who is a community representative on the Transport and Infrastructure Advisory Committee (TIAC). It is important to note that Ms Ross is currently not a voting member. Ms Ross wishes to
5 nominate a proxy representative while she is on leave.

As this person's membership is not a voting membership, there is no need for a council resolution to appoint a temporary replacement representative to the advisory committee.

However, if the committee would like to change this representation to a voting member, then a council resolution is required.

10 The constitution states that Council must appoint all members, which are:

- 3 councillors
- 4 community representatives
- GM (or staff member delegate)

The current TIAC members are:

- 15
- **Councillors:** Cr Cameron, Cr Martin, Cr Richardson
 - **Community representatives:** Andi Maclean, David Michie, Graham Hamilton, Sapoty Brook
 - **GM or Staff member delegate:** Phil Holloway, *Director Infrastructure Services*

20 If Council has a preference for Social Futures to have voting rights then it may be possible to resolve to provide an upper and lower limit on the number of voting community members in the constitution.

The TIAC constitution is provided as an attachment to this report.

Strategic Considerations

Community Strategic Plan and Operational Plan

25 The proposed activity is linked to adequate community representation on council's advisory committees.

Recent Resolutions

None.

Legal/Statutory/Policy Considerations

Chapter 7 of the Local Government Act (1993) specifies how councils delegate decision making powers to committees and use advisory committees to make recommendations but not decisions.

Financial Considerations

- 5 No financial implications.

Consultation and Engagement

Committees are a key element of council's community engagement strategies.



BYRON SHIRE COUNCIL

**TRANSPORT AND INFRASTRUCTURE
ADVISORY COMMITTEE**

CONSTITUTION

INFORMATION ABOUT THIS DOCUMENT

(INTERNAL USE ONLY)

Date Adopted by Council	29 September 2016	Resolution No.	16-482
Responsibility	Infrastructure Services		
Review Timeframe			
Last Review Date:		Next Scheduled Review Date	

Document History

Doc No.	Date Amended	Details Comments eg Resolution No.
E2016/90827	This document	Constitution as adopted by Council 29/09/16
E2016/90827	1 June 2017	Constitution amended as per Council Resolution 17-203, increasing community membership from 3 to 4 community members.

Further Document Information and Relationships

Related Legislation	Section 355, Local Government Act (1993)
Related Policies	Code of Conduct 2016 Work Health Safety Policy Code of Meeting Practice
Related Procedures/ Protocols, Statements, documents	

Table of Contents

1. Preamble.....	2
2. Purpose.....	2
3. Timeframe for Committee	2
4. Responsible Directorate.....	2
5. Membership	2
6. Induction	2
7. Quorum	2
8. Confidentiality	2
9. Election of Chairperson.....	2
10. Voting.....	2
11. Majority Decision.....	2
12. Convening Meetings	2
13. Agenda Preparation	2
14. Conduct of Business	2
15. Records of meetings	2
16. Absence from Committee Meetings.....	2
17. Project Reference Groups	2
18. Section 377 Delegation.....	2
19. Meeting Practice	2
20. Miscellaneous	2

1. Preamble

The Transport and Infrastructure Advisory Committee is an advisory committee of the Council and does not have executive power or authority to implement actions.

The role of the committee is to report to Council and provide appropriate advice and recommendations on matters relevant to this Constitution.

2. Purpose

The purpose of the Transport and Infrastructure Advisory Committee is:

- a) develop and review policies and priorities for addressing the management of civil infrastructure to meet the needs and aspirations of the Shire's population in a sustainable way
- b) review Council's Asset Management Plan and 10 year works program
- c) review the level of service to be provided by the Council in the maintenance and renewal of assets within the available budget and resources
- d) advise on the implementation of the 2009 adopted Transport Policy (#861019) and in particular its implication on other Council policy, practice, process, operations and decision-making
- e) advise in development of a Transport Strategy and an Integrated Regional Transport Plan
- f) advise on opportunities or concerns regarding transport services and infrastructure to Council as required, including but not limited to, funding opportunities, government policy, practice or guidelines, safety, accessibility, mobility and other such relevant transport issues

3. Timeframe for Committee

The lifespan of the Transport and Infrastructure Advisory Committee is for the term of Council 2016-2020.

4. Responsible Directorate

This committee is administered by the Infrastructure Services Directorate. The Director or their delegate will attend these meetings and minutes will be taken by a member of their staff.

5. Membership

Council must appoint all advisory committee members. Appointment must take place prior to a member being conferred the responsibilities and rights as set out in this document.

Council may release individual members from the advisory committee at any time by a resolution of Council. Council may also appoint any new members to a committee at any time by a resolution of Council.

Membership is to include:

- 3 Councillors
- 4 relevantly qualified community representative
- General Manager (or staff member delegate)

Note: Staff members participating on the committee do not have any voting entitlements.

6. Induction

All members will be required to participate in an induction process at the establishment of a new committee, and at any time a replacement voting member joins a committee. The induction will be scheduled prior to the first meeting of the committee and will cover topics such as this Constitution, the Code of Meeting Practice, Conflicts of Interest and Code of Conduct.

Replacement voting members will be inducted by experienced committee members at, or prior to, their first meeting.

7. Quorum

A quorum is to constitute at least half the number of members, two of which are to be Councillors. The General Manager or delegate, who must be a member of staff, is to attend the Advisory Committee meeting and is not counted in the quorum for the meeting.

8. Confidentiality

Members of the committee will, in those circumstances where confidential matters are subject to deliberation, maintain confidentiality.

9. Election of Chairperson

The position of Chairperson is to be elected from Councillors comprising the committee but only in circumstances where the Mayor elects not to assume the position of Chairperson.

10. Voting

- a) Each member of the committee (with the exception of staff members) is to have one vote, with the Chairperson to have a casting vote in addition to a deliberative vote.
- b) Members of the committee who are not Councillors may abstain from voting in any circumstances without such abstention being recorded in the negative.

11. Majority Decision

A majority decision of the committee requires a majority of elected members to be present and voting on any item subject to the requirements of a quorum being met at the meeting.

12. Convening Meetings

Meetings will be held as required, generally every quarter. An annual timetable of meetings will be prepared in advance, and adopted by Council every October/November for the following 12 months.

A meeting of the committee may be convened in response to either the direction of the Mayor (or in the Mayor's absence the Deputy Mayor) in written form to the General Manager; or two Councillors in written form to the General Manager, or by resolution of the Council.

13. Agenda Preparation

It is the responsibility of the chairperson to prepare the agenda in consultation with the relevant Director, setting out the terms of business to be considered.

The agenda is an organised list of the business, in order, that will be transacted at the meeting. An agenda for each meeting, containing a brief report on each item, is to be provided to committee members and available on Council's website at least 7 days prior to the meeting being held.

Each item of business to discuss at the meeting is required to be listed on the agenda and in written form. Verbal reports at the meeting are not an acceptable practice.

For some matters, it will be necessary to attach other relevant information to the agenda to inform and direct discussion. Such information is to be circulated with the agenda.

Committee members may request items for inclusion in future agendas, through the Chair.

14. Conduct of Business

Each item of business is discussed in the order in which it appears on the agenda. No new matters will be introduced at the meeting. New items of business may be included in a future agenda as noted in clause 13 above.

15. Records of meetings

- a) The minutes of meetings are to be circulated to members of the group within 7 days of the meeting so that members can provide feedback through the Chair on the draft unconfirmed minutes.
- b) Minutes of committee meetings will be kept and presented to Council at its next meeting via a report of the committee meeting.

16. Absence from Committee Meetings

All committee members are required to advise the chair when they are unable to attend committee meetings. The absence of committee members from the meeting is to be recorded in the minutes. A committee member (other than the Mayor) ceases to be a member of a committee if the member:

- a) Has been absent from three consecutive meetings of the committee without having given reasons acceptable to the committee for the member's absence, or

- b) Has been absent from at least half of the meetings of the committee held during the immediately preceding year without having given to the committee acceptable reasons for the member's absences.

17. Project Reference Groups

Project Reference Groups may be established by Council at the recommendation of the committee to address issues clearly identified by the committee.

Project Reference Groups operate in accordance with Council's adopted Constitution template for Project Reference Groups.

18. Section 377 Delegation

The committee does not have any delegated functions pursuant to section 377 of the Local Government Act (1993) and does not have the power to direct staff.

19. Meeting Practice

Meetings are to be conducted in accordance with this Constitution and, where required, reference to Council's Code of Meeting Practice.

20. Miscellaneous

- a) **Insurance:** All group members are covered by the public liability policy of Council. This insurance does not preclude the Advisory Committee from due diligence and all Council policies must be adhered to.
- b) **Code of Conduct:** All group members to abide by Council's adopted Code of Conduct at all times.
- c) **Pecuniary Interest:** Pecuniary Interest may be defined as an interest that a person has in a matter, as a group member or employee of a company or other body, 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. Such other person includes the spouse or de-facto partner or relative of the group member.

Section 446 of the Local Government Act states that "a member of a council committee, other than a committee that is wholly advisory, must disclose pecuniary interests..."

Even though the Local Government Act provides an exemption to disclose pecuniary interests Council's preference is for all members to declare pecuniary interests where applicable.

- d) **Work Health Safety:** All group members are required to comply with the "Worker Responsibilities" as prescribed in the Work Health Safety Policy.

Report No. 4.5 PAMP and Bike Plan Evaluation Processes

Directorate: Infrastructure Services

Report Author: Andrew Pearce, Traffic Engineer

File No: I2021/464

5 Summary:

This report provides an update on the Bike Plan and PAMP progress as per Resolution 19-546 Item 3:

10 *“That the three yearly network evaluations and four yearly reviews as recommended in the plans be the subject of a report to TIAC within twelve months for the purpose of making further recommendations to Council on evaluation and review processes.”*

15 RECOMMENDATION:

That Council:-

1. **Note the work already done and underway to progress the PAMP and Bike Plan recommendations**
- 20 2. **Continue to prioritise the competing demands of the community through prioritising PAMP and Bike Plan projects identified within village and town Master Plan documents and studies.**
3. **Where possible Council seek grant funding to help accelerate the roll out of PAMP and Bike Plan projects.**
- 25 4. **Continue to investigate opportunities to undertake strategic PAMP and Bike Plan projects in locations not covered by Master Plans as funding permits.**

Attachments:

- 1 Byron Shire 10 Year PAMP 2019 - Pedestrian Access and Mobility Plan (Final Adopted) - Project List - 24.2017.51.1, E2021/50586 , page 67[↓](#)
- 30 2 Byron Shire 10 Year Bike Plan 2019 (Final Adopted) - Project List - 24.2017.50.1, E2021/50587 , page 79[↓](#)

Report

To date the following Bike and PAMP related projects have commenced design, under construction or are completed:

- Broken Head Road Shared Path, Suffolk Park
- 5 ○ Data gathering and surveys commenced
- Broken Head Rd Shared Path, Byron to Suffolk
- Completed
- Bangalow Road Shared Path, Byron to Suffolk Park
- Completed
- 10 • Bypass Shared Path
- Completed
- Tennyson St Shared Path, Byron Bay
- Design commenced and construction in 2021
- Lighthouse Road & Brooke Drive pedestrian crossing improvements, Bryon Bay:
- 15 ○ Under construction
- Sandhills Skate Park and Recreation Precinct Shared Paths
- Design this Financial Year
- Balemo Dr Shared Path – Stage 2, Ocean Shores
- Stage 2 Under construction
- 20 ○ Stage 1 Completed in 2019
- Deacon Street / Ashton Street Shared Path, Bangalow
- Design complete and construction to commence soon
- Byron Street Shared Path, Bangalow
- Design commenced
- 25 The following projects are under investigation and / or have a grant application submitted:
 - Kolora Way Shared Path, New Brighton

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.5

- Rifle Range Road to Station Street, Bangalow
- Bayshore Drive Shared Path, Ewingsdale
 - Footpath to be installed next financial year
- Byron Bay Master Plan
- 5
 - Green Line, Byron Bay
 - Grant application submitted
 - To connect Kendal St with Main Beach car park
 - Sandhills Wetland linkages
- Byron Bay Access and Movement Study
- 10
 - To commence approximately August 2021 to provide recommended project priorities
- Federal Master Plan
 - DA submission proposing round about with connecting footpaths at Federal Dr / Binna Burra Rd Intersection
- 15
 - Priority projects to be identified in master plan process
- Lot 22 Rezone Application, Mullumbimby
 - Shared Path to be rolled out as part of future development
- Stuart St Green Spine, Mullumbimby
 - To include PAMP linkages
- 20
 - Mullumbimby to Brunswick Head Cycleway
 - Grant application submitted, Options study to be developed in 2021.

25 Given the scale and vision of the Bike Plan and PAMP and the size of the whole shire it sometimes feels to the public that little has been done to address access and movement for pedestrians and bikes. However, as seen from the above projects a lot of progress has been made.

The following areas are considered as next step areas of focus:

- Main Arm

- No projects have been undertaken in this area
- Federal
 - Pending Master Plan outcomes
- Arts and Industrial Estate
- 5
 - Given the scale of parking and traffic congestion it is considered this should be a key focus area to facilitate modal change across the A&IE.
- Byron Bay
 - Master Plan projects identified by the Movement and Place Study
 - Link between Browning St East and West
- 10
 - Currently priority C but considered an important link
- Bangalow
 - Station Lane, Shared Zone
 - BA018
- 15
 - 360m of new shared path along Byron Creek between Deacon Street and Charlotte Street
- Suffolk Park
 - Clifford Street
- Mullumbimby
 - Review Master Plan for priorities
- 20
 - Tincogan St
 - Improve links between Tuckeroo Estate and Mullumbimby (MU018 & MU031)

Key issues

- 25
 - Funding availability
 - project life cycle takes time

- Project being 'shovel ready' in order to successfully access grant funding in the future.

Options

5 N/A

Next steps

Continue to prioritise the competing demands of the community through prioritising PAMP and Bike Plan projects identified within village and town Master Plan documents and studies.

10 Where possible seek grant funding to help accelerate the roll out of PAMP and Bike Plan projects.

Continue to investigate opportunities to undertake strategic PAMP and Bike Plan projects in locations not covered by Master Plans as funding permits.

Strategic Considerations

Community Strategic Plan and Operational Plan

CSP Objective	L2	CSP Strategy	L3	DP Action	L4	OP Activity
Community Objective 1: We have infrastructure, transport and services which meet our expectations	1.3	Support, through partnership, a network of integrated sustainable transport options	1.3.1	Ensure an integrated and accessible transport network (SP)	1.3.1.2	Delivery prioritised Pedestrian and Access Mobility Plan (PAMP) facilities
Community Objective 1: We have infrastructure, transport and services which meet our expectations	1.3	Support, through partnership, a network of integrated sustainable transport options	1.3.1	Ensure an integrated and accessible transport network (SP)	1.3.1.4	Construction of the Bangalow Deacon Street share path (priority project from the Bike Plan)
Community Objective 1: We have infrastructure, transport and services which meet our expectations	1.1	Provide a road network which is safe, accessible and maintained to an acceptable level of service	1.1.5	Deliver road network new works program	1.1.5.2	Complete Suffolk Park Cycle Way - Bangalow Road

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.5

Community Objective 1: We have infrastructure, transport and services which meet our expectations	1.7	Manage traffic and parking in an efficient manner	1.6.3	Ensure new infrastructure is planned and funded to meet the needs of the current and future population (SP)	1.6.3.4	Design Mullumbimby to Pacific Hwy Cycleway Draft Design and seek grant funding, in accordance with resolution 19-611
--	-----	---	-------	---	---------	--

Recent Resolutions

- N/A

Legal/Statutory/Policy Considerations

5 N/A

Financial Considerations

All works require cost estimates and budget allocations.

10 Cost estimates within the PAMP and Bike Plan generally cover the actual construction works, but may not have sufficient allowance for; planning, design and project management. Some have also been found to be insufficient in the construction allowance.

Consultation and Engagement

The Place Planning Collective are being consulted with regard to future works and the design of proposed works.

Works Package ID	Location	Description	Priority	Works in Bike Plan?	Estimated Cost
MU001	Mullumbimby	Upgrade 105m of existing footpath to shared path on northern side of Argyle Street between Prince Street and Station Street, 50m on western side of Station Street north of Burringbar Street and 40m on Burringbar Street between River Terrace and Gordon Street. Construct new crossing on western leg and upgrade existing crossing on eastern leg of Burringbar Street/Station Street intersection. Construct new crossing on western and southern leg of Burringbar Street/Stuart Street intersection. Construct new crossing on northern leg and upgrade existing crossing on western leg of Burringbar Street/Dalley Street intersection. Construct new crossing on northern leg of Burringbar Street/Gordon Street intersection	A	Yes	\$190,500
MU002	Mullumbimby	Construct 120m of new footpath on western side of Gordon Street south of Tincogan Street and 160m on eastern side of Gordon Street between Tincogan Street and Burringbar Street	A	No	\$101,160
MU003	Mullumbimby	Construct 290m of new footpath on southern side of Tincogan Street between Brunswick Terrace and Stuart Street. Construct crossings on all legs of Tincogan Street/Stuart Street intersection. Construct new crossings on northern, southern and western legs and upgrade existing crossing on eastern leg of Tincogan Street/Dalley Street intersection. Construct new crossings on northern, eastern and southern legs and upgrade existing crossing on western leg of Tincogan Street/Gordon Street intersection. Construct new crossings on northern and western legs of Tincogan Street/Brunswick Terrace intersection. Construct new crossing on western leg of Tincogan Street/Station Street intersection	A	Partial	\$419,040
MU004	Mullumbimby	Construct 85m of new footpath on northern side of Whian Street between Dalley Street and Stuart Street. Construct new crossings across Dalley Street and Stuart Street. Construct new crossing on northern leg of Stuart Street/Whian Street intersection and eastern leg of Stuart Street/Fern Street intersection	A	Partial	\$90,600
MU005	Mullumbimby	Amend 700m of existing shared path on Azalea Street/Jubilee Avenue to separated footpath. Construct new crossing on northern and western leg of Dalley Street/Whian Street intersection. Construct new crossing on western leg of Left Bank Road/Azalea Street intersection	A	Partial	\$280,300
MU006	Mullumbimby	Construct 20m of new footpath on approach to the Dalley Street/Tyagarah Street intersection	A	No	\$7,560
MU007	Mullumbimby	Construct 305m of shared path on the southern side of Fern Street between Jubilee Avenue and Station Street	A	Yes	\$183,600
MU008	Mullumbimby	Construct 610m of new footpath on eastern side of Jubilee Avenue between Fern Street and Azalea Street. Construct new crossing on southern side of Jubilee Avenue at Fern Street, Myokum Street and Byron Street. Construct new crossing across Jubilee Avenue outside swimming pool	B	Partial	\$279,960
MU009	Mullumbimby	Construct 185m of new shared path on eastern side of Stuart Street between Fern Street and end of Stuart Street (south)	B	Yes	\$111,600
MU010	Mullumbimby	Construct new shared path links to the multi use corridor at Fern Street, Ann Street, Poinciana Street and Mill Street. Construct new crossings on Argyle Street (multi use corridor) and on Station Street near Fern Street	B	Yes	\$153,600

MU011	Mullumbimby	Construct 250m of new footpath on southern side of Crown Street and and western side of Queen Street between Morrison Avenue and Argyle Street. Upgrade 85m of existing footpath to shared path on eastern side of Morrison Avenue between Crown Street and Argyle Street. Construct new crossing on eastern leg of Morrison Avenue/Crown Street	B	Partial	\$147,140
MU012	Mullumbimby	Construct 35m of new shared path on northern side of Argyle Street east of Prince Street. Upgrade 50m of existing footpath to shared path on northern side of Argyle Street west of Morrison Avenue. Upgrade 30m of existing footpath to shared path on northern side of Argyle Street east of Morrison Avenue. Construct 125m of new shared path on northern side of Argyle Street west of Queen Street. Construct 310m of new shared path on northern side of Argyle Street east of Queen Street. Construct new crossings on northern and southern legs of Queen Street/Argyle Street intersection	B	Yes	\$367,800
MU013	Mullumbimby	Upgrade 95m of existing footpath on western side of Stuart Street south of Tincogan Street. Upgrade 165m of existing footpath on western side of Stuart Street north of Tincogan Street. Construct 10m of new footpath on western side of Stuart Street south of Tyagarah Street. Upgrade 65m of existing footpath on eastern side of Stuart Street south of Tincogan Street. Construct 280m of new shared path on eastern side of Stuart Street between Tincogan Street and Train Street	A	No	\$100,080
MU014	Mullumbimby	Construct 5m of new footpath on western side of Stuart Street north of Tyagarah Street. Upgrade 210m of existing footpath on western side of Stuart Street south of Mill Street	A	No	\$64,260
MU015	Mullumbimby	Construct 445m of new shared path on northern side of Argyle Street west from Manns Road	B	Yes	\$297,600
MU016	Mullumbimby	Upgrade 40m of existing shared path on southern side of Main Arm Road east of Palm Avenue. Construct 85m of new shared path on southern side of Main Arm Road east of Chinbible Avenue. Construct new crossing on southern side of Main Arm Road at Palm Avenue, Pine Avenue and Chinbible Avenue	B	Yes	\$148,200
MU017	Mullumbimby	Construct 290m of new shared path on eastern side of Tuckerroo Avenue between Left Bank Road and Hottentot Crescent. Construct new crossing on eastern leg of Tuckerroo Avenue/Hottentot Crescent intersection	B	Yes	\$187,800
MU018	Mullumbimby	Upgrade 465m of existing footpath to shared path between Tuckerroo Avenue and Azalea Street. Upgrade 50m of existing footpath to shared path between Hottentot Crescent and upgraded path	C	Yes	\$258,000
MU019	Mullumbimby	Construct 575m of new shared path on southern side of Main Arm Road between Chinbible Avenue and Hinterland Christian College. Construct new crossing on southern leg of Main Arm	C	Yes	\$375,600
MU020	Mullumbimby	Construct 530m of new footpath on western side of Pine Avenue between Main Arm Road and Riverside Drive	C	No	\$191,160
MU021	Mullumbimby	Upgrade 30m of existing footpath to shared path on northern side of Murwillumbah Road west of Casuarina Street	C	Yes	\$14,000
MU022	Mullumbimby	Construct 165m of new footpath on both sides of Gordon Street between Tincogan Street and Tyagarah Street	C	No	\$118,080
MU023	Mullumbimby	Construct 105m of new footpath on western side and 175m on eastern side of Gordon Street north of Tyagarah Street.	C	No	\$100,800
MU024	Mullumbimby	Construct 60m of new footpath on southern side of Train Street between Stuart Street and McGoughans Lane	C	No	\$22,320
MU025	Mullumbimby	Construct 130m of new shared path on northern side of Poinciana Street and 220m on eastern side of Morrison Avenue. Upgrade 120m of existing footpath to shared path on eastern side of Morrison Avenue	C	Yes	\$270,500
MU026	Mullumbimby	Construct 200m of new footpath on southern side of Argyle Street between King Street and James Street	C	No	\$72,000
MU028	Mullumbimby	Construct 400m of new shared path on western side of Manns Road between Mullumbimby Road and end of Manns Road	C	Yes	\$240,000

MU029	Mullumbimby	Construct 795m of new shared path through community garden between Jubilee Avenue and Stuart Street	C	Yes	\$476,400
MU030	Mullumbimby	Construct 180m of new shared path on northern side of Azalea Street south of Coolamon Avenue. Construct 210m of new shared path (including bridge) across Brunswick River north of Coolamon Avenue	C	Yes	\$7,690,200
MU031	Mullumbimby	Construct 555m of new shared path on northern side of Azalea Street between Coolamon Avenue and end of Azalea Street (west)	C	Yes	\$332,400
MU032	Mullumbimby	Construct 2,785m of new shared path on southern side of Left Bank Road between Tuckeroo Avenue and Mullumbimby Steiner School. Construct new crossing on eastern leg of Tuckeroo Avenue/Left Bank Road intersection	B	Yes	\$1,686,000
MU033	Mullumbimby	Construct 110m of new shared path between south of Kamala Court and Brunswick River. Construct 1,240m of new shared path on southern side of Riverside Drive between Kamala Court proposed river crossing and Burringbar Street across Brunswick River (including bridge)	C	Yes	\$10,056,000
MU034	Mullumbimby	Construct 580m of new shared path and upgrade 135m of footpath to shared path along Brunswick River between Murwillumbah Road and Stuart Street	C	Yes	\$416,700
MU035	Mullumbimby	Construct 175m of new shared path on northern side of Mill Street between Stuart Street and Station Street	C	Yes	\$103,800
MU036	Mullumbimby	Construct 80m of new footpath on western side of Dalley Street south of Mill Street. Upgrade 125m of existing footpath on western side of Dalley Street north of Tyagarah Street. Construct 25m of new footpath on eastern side of Dalley Street south of Mill Street. Upgrade 180m of existing footpath on eastern side of Dalley Street north of Tyagarah Street	C	No	\$128,040
MU037	Mullumbimby	Upgrade 175m of existing footpath on western side and 175m on eastern side of Dalley Street between Tyagarah Street and Tincogan Street. Upgrade 165m of existing footpath on western side of Dalley Street between Tincogan Street and Burringbar Street. Upgrade 25m of existing footpath on eastern side of Dalley Street south of Tincogan Street	C	No	\$162,600
MU038	Mullumbimby	Construct 90m of new footpath on southern and western sides of Train Street and Station Street east of McGoughans Lane. Upgrade 250m of existing footpath on western side of Station Street north of Tincogan Street	C	No	\$106,740
MU039	Mullumbimby	Upgrade 280m of existing footpath on western side of Station Street north of Fern Street	C	No	\$83,700
MU040	Mullumbimby	Upgrade 60m of existing footpath on western side of Dalley Street north of Whian Street. Upgrade 85m of existing footpath on eastern side of Dalley Street north of Whian Street	C	No	\$43,200
MU041	Mullumbimby	Construct 70m of new shared path along northern boundary of tennis courts on Jubilee Avenue to connect to existing shared path to the north	C	Yes	\$43,200
MU042	Mullumbimby	Construct new crossing across Dalley Street outside Mullumbimby Ex-Services Club	A	Yes	\$15,000
MU043	Mullumbimby	Construct new crossing across Stuart Street between Tincogan Street and Burringbar Street	A	Yes	\$15,000
MU045	Mullumbimby	Construct 110m of new footpath on western side of Stuart Street between Fern Street and Whian Street. Upgrade 100m of existing footpath on western side of Stuart Street north of Whian Street. Construct 70m of new footpath on eastern side of Stuart Street north of Fern Street. Upgrade 150m of existing footpath on eastern side of Stuart Street between existing footpath south of Burringbar Street and new footpath north of Fern Street. Construct new crossing on western leg of Stuart Street/Whian Street intersection	A	Partial	\$154,740
MU046	Mullumbimby	Construct 395m of mixed traffic (shared zone) along laneway (located between Dalley Street and Stuart Street) between Tincogan Street and Whian Street	C	Yes	\$794,000
MU047	Mullumbimby	Construct 240m of mixed traffic (shared zone) on Burringbar Street between Station Street and Dalley Street	C	Yes	\$480,000

MU048	Mullumbimby	Construct 125m of new footpath on eastern side of Murwillumbah Road/Coolamon Scenic Drive south of Laurel Avenue	B	No	\$45,000
BB001	Byron Bay West	Construct 1,540m of new shared path on southern side of Ewingsdale Road between Cavanbah Centre and Sunrise Boulevard. Construct 85m of new shared path at the Ewingsdale Road/Sunrise Boulevard intersection. Upgrade crossing across Ewingsdale Road near Cavanbah Centre. Construct new crossings on northern and southern legs of Ewingsdale Road/Bayshore Drive intersection, across Banksia Drive and Sunrise Boulevard. Construct new crossing across Ewingsdale Road east of Bayshore Drive and on western and eastern legs of Ewingsdale Road/Sunrise Boulevard intersection. Construct new crossing along Sunrise Boulevard across holiday park entrance	A	Yes	\$1,185,600
BB002	Byron Bay West	Construct 365m of new shared path on the eastern side of Bayshore Drive between Grevillea Street and Centennial Circuit (north). Upgrade 110m of existing footpath to shared path on the eastern side of Bayshore Drive between Centennial Circuit (north) and Sunrise Boulevard. Construct new crossing on eastern side of Bayshore Drive at Sunrise Boulevard, Banksia Drive and Grevillea Street	A	Yes	\$362,400
BB010	Byron Bay West	Construct 500m of new shared path through the diagonal easement between Banksia Drive and the intersection of Bayshore Drive and Banksia Drive	A	Yes	\$289,200
BB031	Byron Bay West	Construct 1,230m of new shared path on eastern side of McGettigans Lane south from Ewingsdale Road. Construct 455m of new shared path on Balraith Lane	C	Yes	\$1,376,400
BB032	Byron Bay West	Construct 445m of new shared path on northern side of Ewingsdale Road from Byron Hospital entrance to Woodford Lane. Construct new crossing on western side of Ewingsdale Road/Byron Central Hospital access road intersection	C	Yes	\$297,000
BB041	Byron Bay West	Construct 625m of new footpath on the western side of Bayshore Drive between Ewingsdale Road and Penny Lane	C	No	\$225,720
BB044	Byron Bay West	Construct 995m of new shared path on western side of Centennial Circuit. Construct new crossing on northern leg of Bayshore Drive/Centennial Circuit (north) intersection	C	Yes	\$612,000
BB045	Byron Bay West	Construct 320m of new footpath on eastern side of Brigantine Street	C	No	\$114,840
BB046	Byron Bay West	Upgrade 640m of existing footpath to shared path on eastern side of Bayshore Drive north from multi use corridor	C	Yes	\$321,000
BB047	Byron Bay West	Construct 205m of new shared path on western side of Julian Rocks Drive/northern side of Sunrise Boulevard	C	Yes	\$123,600
BB048	Byron Bay West	Construct 520m of new footpath on southern side of Sunrise Boulevard between Julian Rocks Drive and Belongil Crescent. Construct 20m of new shared path from Sunrise Boulevard to Ti-Tree Place	C	Partial	\$198,840
BB049	Byron Bay West	Construct 660m of new footpath on southern/western side of Banksia Drive between Bayshore Drive and Ewingsdale Road. Construct 80m of new footpath on southern side of Fern Place	C	No	\$267,480
BB050	Byron Bay West	Construct 445m of new shared path on southern side of Grevillea Street between Bayshore Drive and Banksia Drive	C	Yes	\$268,200
BB056	Byron Bay West	Construct 50m of new footpath from Centennial Circuit across private land towards the Cavanbah Centre	C	No	\$18,360
BB071	Byron Bay West	Construct 445m of new shared path on northern side of Ewingsdale Road between Ewingsdale Road and Woodford Lane. Construct new crossing on western side of Ewingsdale Road/Byron Central Hospital entry road intersection	A	Yes	\$211,200
BB003	Byron Bay Central	Construct 880m of new shared path east from Kendall Street and 15m along beach foreshore. Upgrade 145m of existing footpath to shared path along beach foreshore	A	Yes	\$606,700
BB004	Byron Bay Central	Construct 120m of mixed traffic (shared zone) on Jonson Street between Lawson Street and Bay Street	A	Yes	\$242,000
BB005	Byron Bay Central	Construct 135m of new shared path on eastern side of Middleton Street from beach foreshore to Lawson Street	A	Yes	\$80,400
BB006	Byron Bay Central	Construct 105m of new footpath on eastern side of Middleton Street between Marvell Street and Carlyle Street. Construct 55m of new footpath on western side of Middleton Street between Marvell Street and Marvell Lane. Construct new crossing on western and eastern leg of Middleton Street/Marvell Street intersection	A	Partial	\$117,600

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.5 - ATTACHMENT 1

BB007	Byron Bay Central	Construct 110m of new footpath on eastern side and 115m on western side of Middleton Street between Carlyle Street and Kingsley Street. Construct new crossing on southern leg of Middleton Street/Carlyle Street intersection	A	Partial	\$111,000
BB008	Byron Bay Central	Upgrade 240m of existing footpath on western side and 245m on eastern side of Jonson Street between Kingsley Street and Browning Street. Upgrade 115m of existing footpath on southern side and 140m on northern side of Browning Street between Jonson Street and Bangalow Road. Construct new crossing on eastern and southern leg of Jonson Street/Kingsley Street intersection and eastern leg of Jonson Street/Ruskin Street intersection	A	Partial	\$270,300
BB009	Byron Bay Central	Upgrade 15m of existing footpath to shared path at the Browning Street/Bangalow Road intersection. Upgrade 65m of existing footpath to shared path on western side of Tennyson Street from Browning Street to Ruskin Lane and 40m on eastern side from Ruskin Street to Kingsley Lane. Construct 325m of new shared path on western side of Tennyson Street from Kingsley Lane to Marvell Street. Upgrade 65m of existing footpath on northern side of Marvell Street west of Tennyson Street. Construct new crossing on each leg of Tennyson Street/Browning Street intersection, Tennyson Street/Ruskin Street intersection and Tennyson Street/Marvell Street intersection. Construct new crossing on western and eastern leg of Tennyson Street/Kingsley Street intersection	A	Partial	\$652,780
BB011	Byron Bay Central	Construct 140m of new shared path on northern side of Lighthouse Road east from existing shared path. Construct 685m of new footpath on southern side of Lighthouse Road/upper Lighthouse Road east from end of new shared path. Construct new crossing between new shared path and new footpath on Lighthouse Road	A	Partial	\$347,520
BB013	Byron Bay Central	Construct 115m of new footpath on western side of Cowper Street between Marvell Street and Carlyle Street	B	No	\$41,040
BB014	Byron Bay Central	Construct 120m of new footpath on western side of Cowper Street between Carlyle Street and Kingsley Street	B	No	\$43,200
BB015	Byron Bay Central	Construct 115m of new footpath on western side of Cowper Street between Kingsley Street and Ruskin Street	B	No	\$40,680
BB016	Byron Bay Central	Construct 105m of new footpath on western side of Cowper Street between Ruskin Street and Browning Street	B	No	\$37,800
BB017	Byron Bay Central	Construct 195m of new footpath on northern side of Browning Street between Cowper Street and end of existing footpath east of Tennyson Street	B	No	\$70,200
BB018	Byron Bay Central	Construct 205m of new footpath on northern and southern sides of Ruskin Street between Tennyson Street and Cowper Street	B	No	\$148,320
BB019	Byron Bay Central	Construct 210m of new footpath on northern side and 190m on southern side of Ruskin Street between Cowper Street and Massinger Street. Construct new crossings on all legs of Cowper Street/Ruskin Street intersection	B	Partial	\$204,720
BB020	Byron Bay Central	Construct 215m of new footpath on northern side and 210m on southern side of Kingsley Street between Tennyson Street and Cowper Street. Construct new crossing on western side of Cowper Street/Kingsley Street intersection	B	Partial	\$168,360
BB021	Byron Bay Central	Construct 215m of new footpath on northern and southern sides of Kingsley Street between Cowper Street and Massinger Street. Construct new crossings on northern, eastern and southern sides of Cowper Street/Kingsley Street intersection	B	Partial	\$200,880
BB022	Byron Bay Central	Construct 215m of new footpath on northern and southern sides of Carlyle Street between Tennyson Street and Cowper Street. Construct new crossing on western side of Cowper Street/Carlyle Street intersection	B	Partial	\$168,360
BB023	Byron Bay Central	Construct 210m of new footpath on northern side and 220m on southern side of Carlyle Street between Cowper Street and Massinger Street. Construct new crossings on northern, eastern and southern sides of Cowper Street/Carlyle Street intersection	B	Partial	\$198,720
BB025	Byron Bay Central	Construct 15m of shared path and upgrade 15m of footpath to shared path on eastern side of Kendall Street from Cavvanbah Street to foreshore shared path. Construct 70m of shared path connecting the multi use corridor and foreshore shared path behind Outrigger Bay Apartments	B	Yes	\$60,200
BB026	Byron Bay Central	Upgrade 195m of existing footpath to shared path near Byron Bay Surf Life Saving Club	B	Yes	\$96,500
BB027	Byron Bay Central	Construct 75m of new shared path across multi use corridor from new Butler Street shared path to laneway south of Byron Hot Bread Kitchen. Construct new crossing on northern leg of Jonson Street/Byron Street intersection	B	Yes	\$60,600

BB028	Byron Bay Central	Construct 385m of new shared path on western side of Massinger Street between Lawson Street and Marvell Street. Construct 50m of new footpath on northern side of Marvell Street west of Massinger Street	B	Partial	\$250,200
BB029	Byron Bay Central	Construct 250m of new footpath on eastern side of Massinger Street south of Lawson Street	B	No	\$90,720
BB030	Byron Bay Central	Construct 95m of new footpath on western side of Massinger Street between Marvell Street and end of existing footpath north of Carlyle Street. Construct 110m of new footpath on western side of Massinger Street between Carlyle Street and Kingsley Street. Construct new crossing on western leg of Massinger Street/Carlyle Street intersection	B	No	\$87,720
BB034	Byron Bay Central	Construct 175m of new shared path on eastern side of Kendall Street between multi use corridor and Shirley Street. Construct new crossing on eastern leg of Ewingsdale Road/Kendall Street intersection	C	Yes	\$120,600
BB035	Byron Bay Central	Upgrade 330m of existing footpath on northern side of Shirley Street west from Milton Street	C	No	\$99,600
BB036	Byron Bay Central	Upgrade 765m of existing footpath on southern side of Shirley Street between Kendall Street and Shirley Street/Butler Street intersection. Construct 40m of new footpath on western side of Butler Street south from Shirley Street/Butler Street intersection. Construct 55m of new footpath on eastern side of Dryden Street between Shirley Street and Shirley Lane. Construct 60m of new footpath and upgrade 55m of existing footpath on western side of Wordsworth Street. Construct 120m of new footpath on eastern side of Wordsworth Street	C	No	\$341,820
BB037	Byron Bay Central	Construct 85m of shared path between multi use corridor and Jonson Street/Browning Street intersection. Construct 50m of shared path between multi use corridor and Butler Street. Construct 125m of new shared path across multi use corridor between Jonson Street and Butler Street. Construct 80m of new footpath on northern side of Somerset Street west from Butler Street. Construct new crossing across Shirley Street along multi use corridor and on western and southern leg of Butler Street/Somerset Street intersection. Construct new crossing on northern leg of proposed Jonson Street/Byron Bypass intersection	C	Partial	\$257,160
BB038	Byron Bay Central	Construct 490m of new footpath on southern side of Lawson Street between Lawson Street/Massinger Street intersection and existing path near Gilmore Crescent	C	No	\$175,680
BB039	Byron Bay Central	Construct 450m of new footpath on southern side of Lawson Street/Lighthouse Road between Lawson Street/Massinger Street intersection and Lee Lane. Construct new crossing on southern leg of Lawson Street/Tallow Beach Road and Lawson Street/Paterson Street intersection	C	No	\$191,280
BB040	Byron Bay Central	Construct 160m of new footpath on western side of Tallow Beach Road between Lawson Street and existing path	C	No	\$57,240
BB042	Byron Bay Central	Construct 125m of new footpath on western side of Marine Parade between Palm Valley Drive and beach access	C	No	\$44,280
BB043	Byron Bay Central	Construct 70m of new footpath on northern side of Marine Parade between existing paths	C	No	\$25,920
BB051	Byron Bay Central	Construct 730m of new shared path along Skinners Shoot Road/Gordon Street/Wordsworth Street/Burns Street/Butler Street. Upgrade 60m of existing footpath to shared path along Gordon Street	C	Yes	\$468,200
BB052	Byron Bay Central	Construct 225m of new footpath on southern side of Kingsley Street between Jonson Street and Tennyson Street	C	No	\$81,360
BB053	Byron Bay Central	Construct 190m of new footpath on northern and southern sides of Ruskin Street between Jonson Street and Tennyson Street	C	No	\$137,520
BB054	Byron Bay Central	Construct 65m of new footpath on the northern side of Browning Street east of Cowper Street. Construct 135m of new footpath on the southern side of Browning Street west of Paterson Street. Construct 50m of new stairs to link footpaths on Browning Street between Cowper Street and Paterson Street	C	No	\$321,640
BB058	Byron Bay Central	Construct 835m of new shared path adjacent proposed Byron Bypass between existing Byron Street path and Browning Street	C	Yes	\$502,200
BB059	Byron Bay Central	Upgrade 160m of existing footpath to shared path east from Middleton Street (opposite Lateen Lane and behind Byron Bay Library)	C	Yes	\$80,000
BB060	Byron Bay Central	Construct 195m of new shared path from Middleton Street (opposite Byron Street) east through Sandhills. Construct new crossing on northern, southern and western leg of Middleton Street/Byron Street intersection	C	Yes	\$206,400

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.5 - ATTACHMENT 1

BB061	Byron Bay Central	Construct 120m of new footpath on western side and 120m of new shared path on eastern side of Tennyson Street north of Marvell Street. Construct 250m new shared path on western side of Gilmore Crescent south of Lawson Street. Construct new crossing on western leg of Lawson Street/Gilmore Crescent intersection	C	Partial	\$280,920
BB062	Byron Bay Central	Construct 215m of new shared path on northern boundary of Byron Bay Recreational Grounds between Tennyson Street and Cowper Street and through Sandhills	C	Yes	\$130,200
BB063	Byron Bay Central	Construct 385m of new shared path on western boundary of Cowper Street road reserve between Marvell Street and Lawson Street. Construct new crossing across Lawson Street	C	Yes	\$247,200
BB064	Byron Bay Central	Construct 275m of new shared path through Sandhills to west opposite Kipling Street. Construct new crossing on northern leg of Massinger Street/Kipling Street intersection	C	Yes	\$180,600
BB065	Byron Bay Central	Construct new crossing on southern leg and upgrade crossing on eastern leg of Palm Valley Drive/Marine Parade intersection	C	No	\$30,000
BB066	Byron Bay Central	Construct new crossing on eastern leg of Jonson Street/Carlyle Street intersection	A	Yes	\$15,000
BB067	Byron Bay Central	Construct new crossings on each leg of Fletcher Street/Bay Street intersection	A	Yes	\$45,000
BB068	Byron Bay Central	Construct new crossings on northern and southern legs of Middleton Street/Lawson Street intersection	A	Yes	\$60,000
BB069	Byron Bay Central	Construct new crossings on each leg of Fletcher Street/Byron Street intersection	A	Yes	\$120,000
BB070	Byron Bay Central	Construct new crossings on northern and eastern legs of Fletcher Street/Marvell Street intersection. Construct new crossing on eastern leg of Jonson Street/Marvell Street intersection	A	Yes	\$60,000
BB072	Byron Bay Central	Construct new crossing across Massinger Street between Daniels Street and Marvell Street	B	No	\$15,000
BB074	Byron Bay Central	Construct new crossings on northern, eastern and southern legs of Lawson Street/Massinger Street intersection	B	Yes	\$90,000
BB076	Byron Bay Central	Construct new crossing on Jonson Street to connect into Mercato Shopping Centre	C	Yes	\$15,000
BB077	Byron Bay Central	Construct 135m of mixed traffic (shared zone) on Keesing Lane between Marvell Street and Carlyle Street	C	Yes	\$274,000
BB078	Byron Bay Central	Construct 95m of mixed traffic (shared zone) on Marvell Lane between Keesing Lane and Middleton Street	C	Yes	\$186,000
BB079	Byron Bay Central	Construct 135m of mixed traffic (shared zone) on Keesing Lane between Carlyle Street and Kingsley Street	C	Yes	\$260,000
BB080	Byron Bay Central	Construct 150m of mixed traffic (shared zone) on Middleton Lane between Kingsley Street and Ruskin Street	C	Yes	\$296,000
BB012	Byron Bay South	Upgrade 375m of existing footpath to shared path and construct 25m of new shared path on northern side of Old Bangalow Road/Cemetery Road from Lilli Pilli Drive to existing path near multi use corridor	A	Yes	\$188,000
BB024	Byron Bay South	Construct 65m of new footpath on western side of Bangalow Road south of Cumbebin Park. Construct 265m of new footpath on western side of Bangalow Road between existing footpath north of Oakland Court and existing footpath south of Blackbutt Place. Construct new crossings on western side of Bangalow Road at Constellation Close, Keats Street and Oakland Court. Construct new crossings on eastern and southern legs of Bangalow Road/Wollumbin Street intersection and eastern side of Bangalow Road/Keats Street intersection	B	Partial	\$224,880
BB055	Byron Bay South	Construct 265m of shared path between multi use corridor and Bangalow Road (between Oakland Court and Cumbebin Park) and 70m of shared path from Bangalow Road to Wright Place. Construct new crossing across Bangalow Road	C	Yes	\$218,400
BB073	Byron Bay South	Upgrade existing crossing across Bangalow Road south of Old Bangalow Road, on eastern leg of Bangalow Road/Arakwal Court intersection and across Broken Head Road near Byron Holiday Park	B	Yes	\$45,000
BB075	Byron Bay South	Construct new crossing on eastern side of Bangalow Road at Paterson Street, Cooper Street, Scott Street, Mackay Street, Mahogany Street and Ironbark Avenue	C	Yes	\$90,000
BB081	Byron Bay South	Construct 155m of new shared path on western side of Bangalow Road north of Old Bangalow Road. Construct 50m of new shared path on western side of Bangalow Road south of Old Bangalow Road. Construct new crossing on western leg of Old Bangalow Road/Bangalow Road. Construct new crossing across Bangalow Road south of Mahogany Drive	A	Yes	\$166,800

SP001	Suffolk Park	Construct new crossing on eastern leg of Broken Head Road/Clifford Street intersection, northern leg of Clifford Street/Armstrong Street intersection, northern and western leg of Clifford Street/Alcorn Street intersection and on Clifford Street west of Bruce Street	A	No	\$75,000
SP002	Suffolk Park	Construct 60m of new shared path on western side of Broken Head Road south of existing shared path which connects to Redgum Place. Construct new crossing across Broken Head Road outside The Byron at Byron resort. Construct 325m of new footpath on western side of Broken Head Road north of Beech Drive (north) intersection. Construct 300m of new shared path on eastern side of Broken Head Road between new crossing at The Byron at Byron and Beech Drive (north) intersection. Upgrade 115m of existing footpath to shared footpath on eastern side of Broken Head Road/Beech Drive (north) intersection	B	Partial	\$405,540
SP003	Suffolk Park	Construct 40m of new shared path on eastern side of Broken Head Road/Beech Drive (south) intersection connecting to existing shared path. Upgrade 35m of existing footpath to shared path on eastern side of Broken Head Road north of existing shared path. Construct 350m of new shared path on eastern side of Broken Head Road between footpath upgrade at Broken Head Road/Beech Drive (north) intersection and footpath upgrade north of existing shared path. Upgrade existing crossing at the entrance to Beachbreak at Byron resort	B	Yes	\$282,500
SP004	Suffolk Park	Construct 615m of new footpath on western side of Broken Head Road between Beech Drive roundabout (north) and Beech Drive roundabout (south)	B	Partial	\$251,040
SP005	Suffolk Park	Construct 30m of new shared path on northern side of Broken Head Road/Beech Drive (south) intersection east of existing footpath. Upgrade 40m of existing footpath to shared path on northern side of Beech Drive west of Broken Head Road/Beech Drive (south) intersection. Construct 70m of new shared path on northern side of Beech Drive west of shared path upgrade. Construct new crossings on northern, southern and western legs of Broken Head Road/Beech Drive (south) intersection	B	Yes	\$136,600
SP006	Suffolk Park	Construct 415m of new footpath on southern side of Clifford Street between Broken Head Road and Alcorn Street.	B	No	\$149,760
SP007	Suffolk Park	Construct 550m of new shared path on eastern side of Beech Drive. Upgrade 980m of existing footpath to shared path surrounding lake	C	Yes	\$819,500
SP008	Suffolk Park	Construct 1,285m of new footpath on eastern side and 1,230m on western side of Alcorn Street. Construct new crossing on western leg of Alcorn Street/Wareham Street intersection	C	No	\$921,120
SP009	Suffolk Park	Upgrade 90m of existing footpath between Broken Head Road and Redgum Place. Construct 1,250m of new footpath on outer side of Beech Drive between roundabouts with Broken Head Road. Construct 245m of new footpath on inner side of Beech Drive (northern section) between existing paths. Construct 150m of new shared path east of Beech Drive to existing paths parallel to Pepperbush Street. Construct 65m of new shared path east of existing paths parallel to Pepperbush Street. Upgrade 30m of existing footpath to shared path from Lasiandra Close north to proposed shared path. Upgrade 30m of existing footpath to shared path from Pepperbush Street north to proposed shared path. Upgrade 140m of existing footpath to shared path between Beech Drive, Silky Oak Court and Tamarind Court. Upgrade 150m of existing footpath to shared path between Pepperbush Street, Tamarind Court and Beech Drive	C	Partial	\$881,200
SP010	Suffolk Park	Construct 55m of new shared path on eastern side of Dehnga Place between existing shared paths	C	Yes	\$31,800
SP011	Suffolk Park	Construct 550m of new footpath on western side of Armstrong Street between Clifford Street and Wareham Street. Construct 220m of new footpath on northern side of Wareham Street between Armstrong Street and Alcorn Street	C	No	\$276,120
BA001	Bangalow	Upgrade 380m of existing footpath to shared path on northern side of Byron Street between Byron Creek and Station Street. Construct 100m of mixed traffic (shared zone) on Station Lane north from Byron Street. Construct new crossings on the northern legs of the Byron Street/Market Street intersection and the Byron Street/Station Street intersection	A	Yes	\$430,000
BA002	Bangalow	Upgrade 95m of existing footpath on eastern side of Market Street	A	No	\$29,100
BA003	Bangalow	Construct 145m of new footpath on eastern side of Station Street. Upgrade 95m of existing footpath on western side of Station Street. Construct new crossings on eastern and southern legs and upgrade existing crossing on the western leg of the Byron Street/Station Street intersection	A	Partial	\$141,420
BA004	Bangalow	Construct 315m of new shared path on southern side of Deacon Street between Station Street and Ashton Street	A	Yes	\$190,200
BA005	Bangalow	Construct 370m of new shared path on southern side of Raftons Road from multi use corridor access to Rifle Range Road	A	Yes	\$220,800

BA006	Bangalow	Construct 30m of new shared path on southern side of Corlis Crescent between multi use corridor and Rankin Drive, 70m of new shared path from Bangalow Showgrounds to Rankin Drive, 25m of new shared path from multi use corridor to Bangalow Road near Robinson Street and 30m of new shared path from multi use corridor to Raftons Road/Leslie Street. Construct new crossing on Lismore Road near Robinson Street	B	Yes	\$154,200
BA007	Bangalow	Upgrade 350m of existing footpath on western side of Granuaille Road north from Keith Street. Upgrade 355m of existing footpath on eastern side of Granuaille Road north from Leslie Street. Construct new crossing at the Granuaille Road/Leslie Street intersection and new crossing across Granuaille Road	A	Partial	\$266,940
BA008	Bangalow	Construct 90m of new shared path on eastern and southern sides of Ashton Street and Bangalow Road north of Deacon Street. Construct 35m of new shared path on southern side of Bangalow Road as underpass of Bangalow Road. Construct 35m of new shared path on northern side of Bangalow Road as underpass of Bangalow Road. Construct new crossing on the southern leg of the Byron Street/Ashton Street intersection and new crossing on the eastern leg of the Byron Bay Road/Ballina Road intersection	B	Partial	\$199,500
BA009	Bangalow	Construct 225m of new shared path on western side of Rifle Range Road between Sansom Street and Tristania Street. Upgrade 95m of existing footpath to shared path on western side of Rifle Range Road between Tristania Street and Lismore Road	C	Yes	\$183,000
BA010	Bangalow	Construct 200m of new shared path on northern side of Bangalow Road from Blackwood Crescent to existing recreational path at Bangalow sports fields. Upgrade 165m of existing footpath to shared path on northern side of Bangalow Road from Blackwood Crescent to existing vehicle entrance to Bangalow sports fields. Construct new crossing on western leg of Bangalow Road/Blackwood Crescent intersection	C	Yes	\$216,400
BA011	Bangalow	Upgrade 50m of existing footpath to shared path on eastern side of existing vehicle entrance to Bangalow sports fields	C	Yes	\$23,000
BA012	Bangalow	Construct 235m of new footpath on western side of Blackwood Crescent south from Wattle Place	C	No	\$84,600
BA013	Bangalow	Construct 190m of new footpath on eastern side of Campbell Street from Granuaille Road to Leslie Street	C	No	\$67,680
BA014	Bangalow	Construct 425m of new footpath on northern side of Keith Street/Raftons Road from Granuaille Road to Palm Tree Crescent	C	No	\$153,000
BA015	Bangalow	Upgrade 380m of existing footpath to shared path on northern/western side of Sansom Street from Rifle Range Road to Tristania Street	C	Yes	\$189,500
BA016	Bangalow	Construct 240m of new shared path on southern side of Tristania Street from intersection with existing path to Rifle Range Road	C	Yes	\$144,000
BA017	Bangalow	Upgrade 95m of existing footpath to shared path from proposed new shared path on southern side of Leslie Street west of Granuaille Road intersection and existing footpath on Leslie Street east of Granuaille Road intersection. Construct 145m of new shared path on southern side of Leslie Street east from Raftons Road shared path	C	Yes	\$135,600
BA018	Bangalow	Construct 360m of new shared path along Byron Creek between Deacon Street (Station Street access) and existing path from Charlotte Street	C	Yes	\$216,000
BA019	Bangalow	Construct 215m of new shared path (including two bridges) across Byron Creek between Deacon Street and new shared path	C	Yes	\$5,895,400
BA020	Bangalow	Construct 580m of new shared path along Byron Creek between Deacon Street and west of Byron Creek bridge	C	Yes	\$348,000
BA021	Bangalow	Construct 685m of new shared path along Byron Creek between Byron Creek bridge and multi use corridor	C	Yes	\$411,000
BA022	Bangalow	Construct 45m of new shared path (including bridge) across Byron Creek between Bangalow Showgrounds and sports fields	C	Yes	\$3,206,600
BA023	Bangalow	Construct 125m of new shared path on southern side of Bangalow Road west of Ballina Road. Construct new crossing on the southern leg of the Byron Bay Road/Ballina Road intersection	C	Yes	\$103,800
BA024	Bangalow	Construct new crossing across car park entry near Bangalow Hotel. Upgrade existing crossing on eastern leg of Lismore Road/Granuaille Road intersection	A	No	\$60,000
BA025	Bangalow	Construct new crossing on Rifle Range Road south of intersection with Raftons Road. Construct new crossings on eastern and southern legs of Raftons Road/Keith Street intersection	C	Partial	\$45,000
BA026	Bangalow	Construct 150m of new footpath on southern/eastern side of Thomas Street between Charlotte Street and Meadows Close	C	No	\$54,360
BA027	Bangalow	Construct 125m of new footpath on southern side of Deacon Street east of Station Street. Construct 760m of new shared path on northern side of Lismore Road from	B	Partial	\$596,980
BA028	Bangalow	Construct 310m of new footpath on eastern side of Granuaille Road between Granuaille Crescent and end of existing footpath. Construct 10m of new shared path between Granuaille Road and Campbell Street.	B	Partial	\$117,600
BA029	Bangalow	Construct new crossing on northern leg of Deacon Street/Station Street intersection.	B	Yes	\$15,000

OS001	Ocean Shores et al	Construct 620m of new shared path between housing, park and Bindaree Way between Orana Road and Rajah Road	A	Yes	\$371,400
OS003	Ocean Shores et al	Construct 475m of new shared path (including bridge) on eastern side of Kolora Way/northern side of New Brighton Road between Larelar Court and Redgate Road. Upgrade 330m of existing footpath to shared path on eastern side of Kolora Way between Shara Boulevard and Larelar Court. Upgrade 330m of existing shared path on northern side of New Brighton Road east from Redgate Road	A	Yes	\$1,374,800
OS004	Ocean Shores et al	Construct 380m of new shared path on eastern side of Rangal Road/Beach Avenue between Rangal Road and Redgate Road. Construct new crossing on northern, eastern and southern legs of Beach Avenue/Helen Street intersection	A	Yes	\$289,200
OS005	Ocean Shores et al	Construct 205m of new footpath on southern side of Wilfred Street between Bonanza Drive and Brunswick Street and 175m on northern side between multi use corridor and Brunswick Street. Construct 10m of new shared path on northern side of Wilfred Street east from multi use corridor. Upgrade 90m of existing footpath to shared path on northern side of Wilfred Street west from Mogo Place. Construct new crossing on northern leg of Wilfred Street/Mogo Place intersection	A	Partial	\$201,840
OS006	Ocean Shores et al	Upgrade 805m of existing footpath to shared path on southern side of Rajah Road between Brunswick Valley Way and Miram Place. Upgrade 255m of existing footpath to shared path on eastern side of Rajah Road north of Miram Place	B	Yes	\$528,000
OS007	Ocean Shores et al	Construct 1,355m of new footpath on northern side of Orana Road between Warrambool Road and Balemo Drive. Construct 1,395m of new shared path on southern side of Orana Road between Warrambool Road and existing shared path north of Kuringai Way. Upgrade existing crossing on southern leg of Orana Road/Brunswick Valley Way intersection	B	Partial	\$1,340,880
OS008	Ocean Shores et al	Construct 740m of new footpath on northern side of Orana Road between Warrambool Road and south of Langi Place. Construct 100m of new shared path on western side of Orana Road between Wirree Drive and Langi Place and 125m of new shared path south from Langi Place. Construct 425m of new shared path on southern side of Orana Road between Warrambool Road and east of Yengarie Way. Construct new crossing on southern, eastern and western legs of Orana Road/Warrambool Road intersection. Construct new crossings on southern and western legs of Orana Road/Yengarie Way intersection and northern leg of Wirree Drive/Orana Road intersection.	B	Partial	\$695,640
OS009	Ocean Shores et al	Construct 2,350m of new shared path on eastern side of Balemo Drive between Orana Road and Brunswick Valley Way (north). Construct new crossing on northern leg of Balemo Drive intersection near pedestrian/cycle bridge to Billinudgel	B	Yes	\$1,426,200
OS010	Ocean Shores et al	Upgrade 95m of existing footpath to shared path on western side of Brunswick Valley Way north of Bonanza Drive	B	Yes	\$46,500
OS011	Ocean Shores et al	Construct 450m of new shared path on western side of Shara Boulevard north of Palmer Avenue. Construct 120m of new shared path on western side of Shara Boulevard south of Palmer Avenue	B	Yes	\$340,800
OS012	Ocean Shores et al	Construct 565m of new footpath on western side of Rajah Road/Yengarie Road between Yalla Kool Drive and Orana Road	B	No	\$203,400
OS013	Ocean Shores et al	Construct 565m of new shared path on southern side of Orana Road/eastern side of Yengarie Way/Rajah Road from shared path to Bindaree Way. Upgrade 205m of existing footpath to shared path on eastern side of Rajah Road south from Bindaree Way. Construct new crossing on eastern leg of Orana Road/Wirree Drive intersection	B	Yes	\$441,600
OS014	Ocean Shores et al	Upgrade 230m of existing footpath to shared path on northern side of Kallaroo Circuit west from Shara Boulevard	C	Yes	\$116,000
OS015	Ocean Shores et al	Upgrade 585m of existing footpath to shared path on eastern side of Shara Boulevard between Kallaroo Circuit and Kolora Way. Upgrade existing crossing on eastern leg of Shara Boulevard/Kallaroo Circuit intersection	C	Yes	\$321,500
OS016	Ocean Shores et al	Construct 655m of new footpath on both sides of Helen Street between Kolora Way and Beach Avenue	C	No	\$471,240

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.5 - ATTACHMENT 1

OS017	Ocean Shores et al	Upgrade 240m of existing footpath to shared path on eastern side of The Esplanade north from Strand Avenue. Construct new crossing on northern leg of The Esplanade/Strand Avenue intersection	C	Yes	\$111,400
OS018	Ocean Shores et al	Construct 515m of new footpath on northern side and 520m on southern side of Goondooloo Drive between Orana Road and Warrambool Road. Construct new crossing on northern and southern leg of Warrambool Road/Goondooloo Drive intersection	C	Partial	\$402,600
OS019	Ocean Shores et al	Construct 690m of new shared path on eastern side of Warrambool Road between Orana Road and Rajah Road	C	Yes	\$414,600
OS020	Ocean Shores et al	Construct 1,435m of new footpath on western/southern side and 1,505m of new footpath on eastern/northern side of Kuringai Way/Yamble Way/Coomburra Crescent between Orana Road and Warrambool Road. Construct 125m of new footpath on western side of Warrambool Crescent between Coomburra Crescent and Orana Road. Construct new crossing on western leg of Yamble Drive/Kuringai Way intersection	C	No	\$1,120,200
OS021	Ocean Shores et al	Construct 325m of new footpath on western/southern side of Bonanza Drive between Lucky Lane and Wilfred Street	C	No	\$117,000
OS022	Ocean Shores et al	Construct new crossing on Wilfred Street at multi use corridor	C	Yes	\$30,000
OS023	Ocean Shores et al	Construct 2,010m of new shared path along Marshalls Creek between Bindaree Way and Brunswick Valley Way	C	Yes	\$1,207,200
OS024	Ocean Shores et al	Construct 510m of new shared path on eastern side of Tweed Valley Way and northern side of Yelgun Road between North Byron Parklands and multi use corridor	C	Yes	\$307,200
OS025	Ocean Shores et al	Construct 465m of new shared path (including bridge) east from Marshalls Creek shared path (behind Ocean Shores Tavern) to beachfront	C	Yes	\$15,289,000
OS026	Ocean Shores et al	Construct 165m of new shared path between Gara Court and Marshalls Creek shared path	C	Yes	\$100,200
BH001	Brunswick Heads	Construct new crossing on northern leg of Park Street/Mullumbimbi Street intersection	A	Yes	\$15,000
BH002	Brunswick Heads	Upgrade 205m of existing footpath on northern side and 205m on southern side of Fingal Street between Tweed Street and Park Street. Construct new crossing on northern and southern leg and upgrade existing on western leg of Park Street/Fingal Street intersection	A	Partial	\$168,300
BH003	Brunswick Heads	Upgrade 165m of existing footpath on southern side of Fingal Street between Park Street and Brunswick Terrace	A	No	\$49,200
BH004	Brunswick Heads	Construct 275m of new footpath on northern side of Park Street/Fawcett Street between Mona Lane and Mullumbimbi Street. Construct 80m of new footpath on southern side of Fawcett Street east of Tweed Street	C	No	\$128,160
BH005	Brunswick Heads	Upgrade 315m of existing footpath on western side and 300m of existing footpath on eastern side of Tweed Street between Fawcett Street and Booyun Street. Construct new crossings on each leg of the Tweed Street/Nana Street, Tweed Street/Booyun Street, Tweed Street/Fingal Street and Tweed Street/Mullumbimbi Street intersections. Upgrade existing crossing on eastern leg of Tweed Street/Fawcett Street intersection	B	Partial	\$454,200
BH006	Brunswick Heads	Construct 405m of new footpath on southern/western side of South Beach Road east of bridge	B	No	\$145,080
BH008	Brunswick Heads	Construct 1,245m of new shared path on eastern and southern side of Park Street/The Terrace/Tweed Street/Old Pacific Highway south of Fingal Street	B	Yes	\$748,200
BH009	Brunswick Heads	Construct 150m of new shared path on eastern side of Old Pacific Highway north of Bayside Way. Construct 295m of new shared path on northern side of Bayside Way east of Old Pacific Highway. Construct 180m of new shared path on eastern side of Old Pacific Highway between Bayside Way and Eucalyptus Lane	B	Yes	\$372,000
BH010	Brunswick Heads	Upgrade 40m of existing footpath to shared path between Fawcett Street and Pandanus Court	C	Yes	\$20,000
BH011	Brunswick Heads	Construct 150m of new footpath on northern side of Mullumbimbi Street east from Byron Street. Construct 160m of new footpath on eastern side of Byron Street linking to existing paths on Fingal Street and Mullumbimbi Street	C	No	\$111,960

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.5 - ATTACHMENT 1

BH012	Brunswick Heads	Construct 500m of new footpath between Tweed Street and Mullumbimbi Street along Simpsons Creek and adjacent eastern edge of Memorial Park and Banner Park	C	No	\$180,720
BH013	Brunswick Heads	Construct 110m of new footpath on western side of Park Street between Booyun Street and Nana Street. Upgrade 260m of existing footpath on northern side of Booyun Street and linking to existing path on Park Street	C	No	\$117,000
BH014	Brunswick Heads	Construct 40m of new footpath on eastern side of Tweed Street south of Whittall Lane. Upgrade existing crossing on northern leg of Tweed Street/Short Street intersection	C	Partial	\$28,680
BH015	Brunswick Heads	Construct 140m of new footpath on western side of Tweed Street south of Teven Street. Upgrade existing crossing across Tweed Street south of Minyon Street	C	No	\$65,760
BH016	Brunswick Heads	Construct new crossing on South Beach Road east of Fingal Street pedestrian bridge	B	Yes	\$15,000
BH017	Brunswick Heads	Construct new crossing on eastern leg of Old Pacific Highway/Bayside Way intersection	C	Yes	\$30,000
BH018	Brunswick Heads	Construct 135m of new mixed traffic (shared zone) on Brunswick Terrace between Mullumbimbi Street and Fingal Street	B	Yes	\$266,000
BH019	Brunswick Heads	Construct 405m of new mixed traffic (shared zone) on Balun Lane between Tweed Street and Brunswick Terrace	C	Yes	\$810,000
BH020	Brunswick Heads	Construct 500m of new footpath on S Beach Road east from bridge and 15m of footpath to toilet block	C	No	\$185,760
BH021	Brunswick Heads	Construct 65m of new footpath on eastern side of Tweed Street south from proposed footpath along river	C	No	\$23,400
MA001	Main Arm	Upgrade 20m of existing footpath to shared path on northern side of Main Arm Road west of Blindmouth Road. Construct 130m of new shared path on northern side of Main Arm Road west of existing footpath west of Blindmouth Road. Construct 30m of new shared path on western side of Blindmouth Road north of Main Arm Road	B	Yes	\$104,200
FE001	Federal	Construct 190m of new footpath on eastern side of Federal Drive between Binna Burra Road and Roses Road. Construct 20m of new footpath on eastern side of Federal Drive north of Roses Road. Construct 265m of new footpath on western side of Federal Drive south of existing footpath which connects to Coachwood Court. Construct new crossing on northern leg of Binna Burra Road/Federal Drive and across Federal Drive	B	No	\$199,200
FE002	Federal	Construct 205m of new footpath between Roses Road and Wean Way	C	No	\$73,440
FE003	Federal	Construct 350m of new footpath on Coorabell Road between Binna Burra Road and Wean Way	C	No	\$125,280
FE004	Federal	Construct 375m of new shared path around the hill on Federal Drive	C	Yes	\$226,200

Works Package ID	Location	Description	Priority	Works in PAMP?	Estimated Cost
MU001	Mullumbimby	Construct 95m of new off-road cycle path (one-way) on southern side of Argyle Street between multi use corridor and Station Street. Upgrade 105m of existing footpath to shared path on northern side of Argyle Street between Prince Street and Station Street and 40m on Burringbar Street between River Terrace and Gordon Street. Construct new crossings on western and southern legs and upgrade existing crossing on eastern leg of Burringbar Street/Station Street intersection. Construct new crossing on western and southern leg and upgrade existing crossing on northern and eastern leg of Burringbar Street/Stuart Street intersection. Construct new crossing on northern leg and upgrade existing crossings on eastern, southern and western leg of Burringbar Street/Dalley Street intersection. Construct new crossing on northern leg of Burringbar Street/Gordon Street intersection	A	Partial	\$328,900
MU002	Mullumbimby	Construct 190m of mixed traffic (cycle street) on Gordon Street between Burringbar Street and south of Mill Street	A	No	\$171,000
MU003	Mullumbimby	Construct 610m on western side and 595m on eastern side of new on-road separated cycle path (one-way) of Dalley Street between Burringbar Street and Mill Street	A	No	\$375,900
MU004	Mullumbimby	Construct 610m of new on-road separated cycle path (one-way) on western side and 610m of new on-road separated cycle path (one-way) on eastern side of Stuart Street between Burringbar Street and Mill Street. Construct new crossing on Stuart Street between Tincogan Street and Burringbar Street	A	No	\$380,400
MU005	Mullumbimby	Construct 475m of new off-road separated cycle path (two-way) on southern side of Tincogan Street between Brunswick Terrace and Station Street. Construct new crossing on western leg of Tincogan Street/Station Street intersection. Construct new crossings on all legs of Tincogan Street/Stuart Street intersection. Construct new crossings on northern, southern and western legs and upgrade existing crossing on eastern leg of Tincogan Street/Dalley Street intersection. Construct new crossings on northern, eastern and southern legs and upgrade existing crossing on western leg of Tincogan Street/Gordon Street intersection. Construct new crossings on northern and western leg of Tincogan Street/Brunswick Terrace intersection	A	No	\$505,800
MU006	Mullumbimby	Construct 225m of new on-road separated cycle path (one-way) on western side of Dalley Street between Burringbar Street and Whian Street. Construct 235m of new on-road separated cycle path (one-way) on eastern side of Dalley Street between Burringbar Street and Whian Street. Construct new crossing on Dalley Street between Burringbar Street and Whian Street	A	No	\$156,600
MU007	Mullumbimby	Construct 330m of new on-road separated cycle path (one-way) on western side and 345m of new on-road separated cycle path (one-way) on eastern side of Stuart Street between Burringbar Street and Fern Street. Construct new crossing on Stuart Street between Burringbar Street and Whian Street. Construct new crossing on western leg of Stuart Street/Whian Street intersection and eastern leg of Stuart Street/Fern Street intersection	A	No	\$262,200
MU008	Mullumbimby	Amend 765m of existing shared path on western side of Jubilee Avenue/Dalley Street from Whian Street to Azalea Street to off-road separated cycle path (two-way). Construct new crossings on the northern and eastern legs of the Dalley Street/Whian Street and the eastern leg of the Azalea Street/Left Bank Road intersection	A	No	\$376,800
MU011	Mullumbimby	Construct 305m of shared path on the southern side of Fern Street between Jubilee Avenue and Station Street	A	Yes	\$183,600
BB001	Byron Bay West	Construct 1,540m of new shared path on southern side of Ewingsdale Road between Cavanbah Centre and Sunrise Boulevard. Construct 85m of new shared path at the Ewingsdale Road/Sunrise Boulevard intersection. Upgrade crossing across Ewingsdale Road near Cavanbah Centre. Construct new crossings on northern and southern legs of Ewingsdale Road/Bayshore Drive intersection, across Banksia Drive and Sunrise Boulevard. Construct new crossing	A	Partial	\$1,185,600
BB002	Byron Bay West	Construct 365m of new shared path on the eastern side of Bayshore Drive between Grevillea Street and Centennial Circuit (north). Upgrade 110m of existing footpath to shared path on the eastern side of Bayshore Drive between	A	Partial	\$362,400
BB064	Byron Bay West	Construct 500m of new shared path through the diagonal easement between Banksia Drive and the intersection of Bayshore Drive and Banksia Drive	A	Yes	\$289,200

BB067	Byron Bay West	Construct 250m of shared path on southern side of Ewingsdale Road between Byron Central Hospital and William Flick Lane. Construct new crossing on southern side of Ewingsdale Road across William Flick Lane and Byron Central Hospital access road	A	Partial	\$211,200
BB003	Byron Bay Central	Construct 880m of new shared path east from Kendall Street and 15m along beach foreshore. Upgrade 145m of existing footpath to shared path along beach foreshore	A	Yes	\$606,700
BB004	Byron Bay Central	Construct 120m of mixed traffic (shared zone) on Jonson Street between Lawson Street and Bay Street	A	Yes	\$242,000
BB005	Byron Bay Central	Construct 370m of new on-road separated cycle path (one-way) on western side and 375m of new on- road separated cycle path (one-way) on eastern side of Fletcher Street between Bay Street and Marvell Street. Construct new crossings on the eastern, southern and western legs of the Bay Street/Fletcher Street intersection. Construct new crossings on each leg of the Byron Street/Fletcher Street intersection. Upgrade the existing crossings on the	A	No	\$438,900
BB006	Byron Bay Central	Construct 135m of new shared path on eastern side of Middleton Street from beach foreshore to Lawson Street	A	Yes	\$80,400
BB007	Byron Bay Central	Construct 660m of new on-road separated cycle path (one-way) on northern side and 555m of new on- road separated cycle path (one-way) on southern side of Lawson Street between Shirley Street and Gilmore Crescent. Construct new crossings across the northern and southern legs of the Middleton Street/Lawson Street intersection	A	No	\$424,200
BB008	Byron Bay Central	Construct 270m of new on-road separated cycle path (one-way) on northern side and 255m of new on- road separated cycle path (one-way) on southern side of Byron Street between Jonson Street and Middleton Street	A	No	\$158,100
BB009	Byron Bay Central	Construct 175m of new on-road separated cycle path (one-way) on northern side and 185m of new on- road separated cycle path (one-way) on southern side of Marvell Street between Jonson Street and Middleton Street. Construct new crossings on the western leg of the Marvell Street/Middleton Street intersection	A	No	\$136,500
BB010	Byron Bay Central	Construct 1,055m of new on-road separated cycle path (one-way) on western side and 990m of new on- road separated cycle path (one-way) on eastern side of Jonson Street/Browning Street between Lawson Street and Tennyson Street. Construct new crossings on the eastern and southern leg of the Kingsley Street/Jonson Street intersection	A	No	\$687,300
BB011	Byron Bay Central	Upgrade 15m of existing footpath to shared path at the Browning Street/Bangalow Road intersection. Upgrade 65m of existing footpath to shared path on western side of Tennyson Street from Browning Street to Ruskin Lane and 40m of existing footpath to shared path on eastern side of Tennyson Street from Ruskin Street to Kingsley Lane. Construct	A	Partial	\$630,100
BB073	Byron Bay Central	Construct 235m of new shared path on northern side of Lighthouse Road between Brooke Drive and a new crossing. Construct new crossing across Lighthouse Road	A	Partial	\$100,200
BB074	Byron Bay Central	Construct new crossing on northern, southern and western leg of Middleton Street/Byron Street intersection	A	No	\$90,000
BB012	Byron Bay South	Construct 1,000m of new on-road separated cycle path (one-way) on western side of Bangalow Road/Broken Head Road between crossing north of St Finbarr's Catholic Primary School and Byron Holiday Park. Construct 650m of new on-road separated cycle path (one-way) on eastern side of Bangalow Road/Broken Head Road between Byron	A	No	\$412,500
BB013	Byron Bay South	Construct 1,250m of new on-road separated cycle path (one-way) on western side and 1,135m of new on-road separated cycle path (one-way) on eastern side of Bangalow Road between Browning Street and Mahogany Drive. Construct 145m of new on-road separated cycle path (one-way) on eastern side of Broken Head Road between	A	Partial	\$762,800
BB015	Byron Bay South	Upgrade 375m of existing footpath to shared path and construct 25m of new shared path on northern side of Old Bangalow Road/Cemetery Road from Lilli Pilli Drive to existing path near multi use corridor	A	Yes	\$188,000
SP001	Suffolk Park	Construct 60m of new shared path on western side of Broken Head Road south of existing shared path which connects to Redgum Place. Construct new crossing across Broken Head Road outside The Byron at Byron resort. Construct 300m of new shared path on eastern side of Broken Head Road between new crossing at The Byron at Byron and Beech Drive (north) intersection. Upgrade 115m of existing footpath to shared footpath on eastern side of Broken Head Road/Beech Drive (north) intersection	A	Partial	\$288,900

SP002	Suffolk Park	Construct 40m of new shared path on eastern side of Broken Head Road/Beech Drive (south) intersection connecting to existing shared path. Upgrade 35m of existing footpath to shared path on eastern side of Broken Head Road north of existing shared path. Construct 350m of new shared path on eastern side of Broken Head Road south from Beech Drive (north) intersection	A	Yes	\$252,500
BA001	Bangalow	Upgrade 380m of existing footpath to shared path on northern side of Byron Street between Byron Creek and Station Street. Construct 100m of mixed traffic (shared zone) on Station Lane north from Byron Street. Construct new crossings on the northern leg of the Byron Street/Market Street intersection and the Byron Street/Station Street intersection	A	Partial	\$460,000
BA003	Bangalow	Construct new crossings on eastern and southern legs and upgrade existing crossing on the western leg of the Byron Street/Station Street intersection	A	No	\$45,000
BA004	Bangalow	Construct 370m of new shared path on southern side of Raftons Road from multi use corridor access to Rifle Range Road	A	Yes	\$220,800
BA005	Bangalow	Construct 320m of new shared path on southern side of Deacon Street between Station Street and Ashton Street	A	Yes	\$190,200
OS001	Ocean Shores et al	Construct 620m of new shared path between housing, park and Bindaree Way between Orana Road and Rajah Road	A	Yes	\$371,400
OS002	Ocean Shores et al	Construct 475m of new shared path (including bridge) on eastern side of Kolara Way/northern side of New Brighton Road between Larelar Court and Redgate Road. Upgrade 330m of existing footpath to shared path on eastern side of	A	Yes	\$1,374,800
OS003	Ocean Shores et al	Construct 380m of new shared path on eastern side of Rangal Road/Beach Avenue between Rangal Road and Redgate Road. Construct new crossing on northern, eastern and southern legs of Beach Avenue/Helen Street	A	Partial	\$289,200
BH001	Brunswick Heads	Construct 320m of new off-road cycle path (one-way) on western side and 340m of new off-road cycle path (one-way) on eastern side of Park Street between Tweed Street and Mullumbimbi Street. Construct 240m of new on-road separated cycle path (one-way) on western side of Park Street between Mullumbimbi Street and Booyun Street and 120m of new on-road separated cycle path (one-way) on eastern side of Park Street between Mullumbimbi Street and Fingal Street. Upgrade existing crossings on the eastern and western legs of the Mullumbimbi Street/Park Street and Fingal Street/Park Street intersection	A	No	\$432,000
BH002	Brunswick Heads	Construct 390m of new on-road separated cycle path (one-way) on northern side and 400m of new on-road separated cycle path (one-way) on southern side of Mullumbimbi Street between Tweed Street and Brunswick Terrace. Construct new crossing on northern and upgrade existing crossing on southern leg of Park Street/Mullumbimbi Street intersection	A	No	\$266,400
BH003	Brunswick Heads	Construct 400m of new on-road separated cycle path (one-way) on northern side and 400m of new on-road separated cycle path (one-way) on southern side of Fingal Street between Tweed Street and Brunswick Terrace. Construct new crossings on northern and southern legs of Park Street/Fingal Street intersection	A	No	\$270,300
IT001	Inter-town	Construct 53.2km of new shared path along multi use corridor in Byron Shire	A	Yes	\$15,974,400
IT006	Inter-town	Construct 2.7km of new on-road cycle lanes on northern side of Mullumbimby Road between Manns Road and Gulgan Road and 3.0km of new on-road cycle lanes on southern side of Mullumbimby Road between proposed on-	A	No	\$2,358,000
IT009	Inter-town	Construct 260m of shared path (including bridge across Pacific Motorway) on Gulgan Road south of Eucalyptus Lane as part of the Mullumbimby to Brunswick Heads connection	A	Yes	\$26,200,000
MU012	Mullumbimby	Construct 565m of new off-road cycle path (one-way) on eastern side of Jubilee Avenue/Dalley Street between Whian Street and existing crossing outside Mullumbimby High School. Construct new crossings on the eastern side of Jubilee	B	No	\$285,200
MU013	Mullumbimby	Construct 185m of new shared path on eastern side of Stuart Street between Fern Street and end of Stuart Street (south)	B	Yes	\$111,600
MU015	Mullumbimby	Construct 335m of new on-road separated cycle path (one-way) on both sides of Station Street between Burringbar Street and Fern Street	B	No	\$203,700
MU016	Mullumbimby	Construct new shared path links to the multi use corridor at Fern Street, Ann Street, Poinciana Street and Mill Street	B	Partial	\$153,600
MU017	Mullumbimby	Upgrade 85m of existing footpath to shared path on eastern side of Morrison Avenue between Crown Street and Argyle Street. Construct new crossing on eastern leg of Morrison Avenue/Crown Street intersection	B	Partial	\$57,500
MU018	Mullumbimby	Construct 35m of new shared path on northern side of Argyle Street east of Prince Street. Upgrade 50m of existing footpath to shared path on northern side of Argyle Street west of Morrison Avenue. Upgrade 30m of existing	B	Partial	\$367,800

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.5 - ATTACHMENT 2

MU019	Mullumbimby	Construct 805m of new on-road separated cycle path (one-way) on southern side of Argyle Street between multi use corridor and James Street	B	No	\$241,800
MU020	Mullumbimby	Upgrade 40m of existing shared path on southern side of Main Arm Road east of Palm Avenue.	B	Partial	\$148,200
MU021	Mullumbimby	Construct 85m of new shared path on southern side of Main Arm Road east of Chinhible Avenue. Construct new crossing 290m of new shared path on eastern side of Tuckeroo Avenue between Left Bank Road and Hottentot Crescent. Construct new crossing on eastern leg of Tuckeroo Avenue/Hottentot Crescent intersection	B	Partial	\$187,800
MU022	Mullumbimby	Construct 445m of new shared path on northern side of Argyle Street west from Manns Road. Construct new crossing on northern leg of Manns Road/Argyle Street intersection	B	Partial	\$297,600
MU035	Mullumbimby	Construct 2,785m of new shared path on southern side of Left Bank Road between Tuckeroo Avenue and Mullumbimby Steiner School. Construct new crossing on eastern leg of Tuckeroo Avenue/Left Bank Road intersection	B	Partial	\$1,686,000
BB016	Byron Bay Central	Construct 15m of shared path and upgrade 15m of footpath to shared path on eastern side of Kendall Street from Cavvanbah Street to foreshore shared path. Construct 70m of shared path connecting the multi use corridor and foreshore shared path behind Outrigger Bay Apartments	B	Yes	\$60,200
BB017	Byron Bay Central	Upgrade 195m of existing footpath to shared path near Byron Bay Surf Life Saving Club	B	Yes	\$96,500
BB018	Byron Bay Central	Construct 75m of new shared path across multi use corridor from new Butler Street shared path to laneway south of Byron Hot Bread Kitchen. Construct new crossing on northern leg of Jonson Street/Byron Street intersection	B	Partial	\$60,600
BB019	Byron Bay Central	Construct 375m of new off-road cycle path (two-way) on eastern side of Middleton Street between Lawson Street and Carlyle Street. Construct new crossing on eastern leg of Marvell Street/Middleton Street intersection	B	No	\$180,800
BB020	Byron Bay Central	Construct 180m of new on-road separated cycle path (one-way) on northern side and 180m of new on- road separated cycle path (one-way) on southern side of Marvell Street between Middleton Street and Tennyson Street	B	No	\$106,200
BB021	Byron Bay Central	Construct 125m of new on-road separated cycle path (one-way) on northern side and 120m of new on- road	B	No	\$102,000
BB022	Byron Bay Central	Construct 385m of new shared path on western side of Massinger Street between Lawson Street and Marvell Street	B	Yes	\$232,200
BB068	Byron Bay Central	Construct new crossings on northern, eastern and southern legs of Lawson Street/Massinger Street intersection	B	No	\$90,000
BB065	Byron Bay South	Construct new crossings on the eastern side of Bangalow Road at Paterson Street, Cooper Street, Scott Street, Mackay Street, Mahogany Street and Ironbark Avenue	B	No	\$90,000
BB066	Byron Bay South	Construct new crossings across Bangalow Road south of Old Bangalow Road, on eastern leg of Bangalow Road/Arakwal Court intersection and across Broken Head Road near Byron Holiday Park	B	No	\$45,000
BB072	Byron Bay South	Construct new crossing on western side of Bangalow Road at Constellation Close, Keats Street and Oakland Court. Construct new crossings on eastern and southern legs of Bangalow Road/Wollumbin Street intersection and eastern	B	No	\$105,000

BYRON SHIRE COUNCIL

SP003	Suffolk Park	Construct 30m of new shared path on northern side of Broken Head Road/Beech Drive (south) intersection east of existing footpath. Upgrade 40m of existing footpath to shared path on northern side of Beech Drive west of Broken Head Road/Beech Drive (south) intersection. Construct 70m of new shared path on northern side of Beech Drive west of Broken Head Road/Beech Drive (south) intersection.	B	Partial	\$166,600
SP014	Suffolk Park	Construct new crossing across residential access street on eastern side of Broken Head Road	B	No	\$30,000
BA006	Bangalow	Construct 30m of new shared path on southern side of Corlis Crescent between multi use corridor and Rankin Drive, 70m of new shared path from Bangalow Showgrounds to Rankin Drive, 25m of new shared path from multi use corridor to Bangalow Road near Robinson Street and 30m of new shared path from multi use corridor to Raftons	B	Partial	\$154,200
BA007	Bangalow	Construct 450m of new on-road separated cycle path (two-way) on eastern side of Granuaille Road. Construct 10m of new shared path between Granuaille Road and Campbell Street. Construct new crossing on the eastern leg of the Granuaille Road/Leslie Street intersection and new crossing across Granuaille Road	B	Partial	\$171,000
BA008	Bangalow	Construct 220m of mixed traffic (cycle street) on Station Street between multi use corridor and Deacon Street	B	No	\$65,700
BA009	Bangalow	Construct 220m of mixed traffic (cycle street) on Deacon Street between Lismore Road and Station Street. Construct new crossing on northern leg of Lismore Road/Station Street intersection	B	No	\$80,700
BA010	Bangalow	Construct 90m of new shared path on eastern and southern sides of Ashton Street and Bangalow Road north of Deacon Street. Construct 35m of new shared path on southern side of Bangalow Road as underpass of Bangalow	B	Partial	\$140,400
BA026	Bangalow	Construct 760m of new shared path on northern side of Lismore Road between Rifle Range Road and Deacon Street. Construct new crossing on the western leg of the Lismore Road/Granuaille Road intersection and the southern leg of the	B	Partial	\$552,700
OS004	Ocean Shores et al	Construct 100m of new shared path on western side of Orana Road between Wirree Drive and Langi Place. Construct 125m of new shared path on eastern side of Orana Road south from Langi Place.	B	Partial	\$150,600
OS005	Ocean Shores et al	Upgrade 805m of existing footpath to shared path on southern side of Rajah Road between Brunswick Valley Way and Miram Place. Upgrade 255m of existing footpath to shared path on eastern side of Rajah Road north of Miram	B	Yes	\$528,000
OS006	Ocean Shores et al	Construct 425m of new shared path on southern side of Orana Road between Warrambool Road and Yengarie Way. Construct new crossings on southern, eastern and western legs of Orana Road/Warrambool Road intersection. Construct new crossings on southern and western legs of Orana Road/Yengarie Way intersection	B	Partial	\$360,000
OS007	Ocean Shores et al	Construct 1,395m of new shared path on southern side of Orana Road between Warrambool Road and existing shared path north of Kuringal Way. Upgrade existing crossing on southern leg of Orana Road/Brunswick Valley Way	B	Partial	\$853,800
OS008	Ocean Shores et al	Construct 2,350m of new shared path on eastern side of Balemo Drive between Orana Road and Brunswick Valley Way (north). Construct new crossing on northern leg of Balemo Drive intersection near pedestrian/cycle bridge to	B	Partial	\$1,426,200
OS009	Ocean Shores et al	Construct 1,390m of new on-road cycle lane (one-way) on western side and 1,370m of new on-road cycle lane (one-way) on eastern side of Brunswick Valley Way south from Orana Road	B	No	\$690,000
OS010	Ocean Shores et al	Construct 485m of new on-road cycle lane (one-way) on southern side of Wilfred Street between Brunswick Street and Pacific Motorway underpass and 380m of new on-road cycle lane (one-way) on eastern side of Brunswick Valley	B	Partial	\$851,400
OS011	Ocean Shores et al	Construct 450m of new shared path on western side of Shara Boulevard north of Palmer Avenue. Construct 120m of new shared path on western side of Shara Boulevard south of Palmer Avenue	B	Yes	\$340,800
OS012	Ocean Shores et al	Construct 190m of new shared path on southern side of Orana Road east of Yengarie Way. Construct 375m of new shared path on eastern side of Yengarie Way/Rajah Road south from Orana Road. Upgrade 205m of existing footpath	B	Yes	\$441,600
BH005	Brunswick Heads	Construct 135m of new mixed traffic (shared zone) on Brunswick Terrace between Mullumbimbi Street and Fingal Street	B	Yes	\$266,000
BH006	Brunswick Heads	Construct 800m of new on-road separated cycle path (one-way) on western side of Tweed Street between Fawcett Street and Teven Street and 650m of new on-road separated cycle path (one-way) on eastern side of Tweed Street between Fawcett Street and Short Street. Construct new crossings on each leg of the Tweed Street/Nana Street.	B	No	\$705,600
BH007	Brunswick Heads	Construct 1,245m of new shared path on eastern and southern side of Park Street/The Terrace/Tweed Street/Old Pacific Highway south of Fingal Street	B	Yes	\$748,200
BH008	Brunswick Heads	Construct 150m of new shared path on eastern side of Old Pacific Highway north of Bayside Way. Construct 295m of new shared path on northern side of Bayside Way east of Old Pacific Highway. Construct 180m of new shared path on eastern side of Old Pacific Highway between Bayside Way and Eucalyptus Lane	B	Yes	\$372,000
BH011	Brunswick Heads	Construct new crossing on South Beach Road east of Fingal Street pedestrian bridge	B	No	\$15,000
MA001	Main Arm	Upgrade 20m of existing footpath to shared path on northern side of Main Arm Road west of Blindmouth Road. Construct 130m of new shared path on northern side of Main Arm Road west of existing footpath west of Blindmouth Road. Construct 30m of new shared path on western side of Blindmouth Road north of Main Arm Road	B	Yes	\$104,200
MU023	Mullumbimby	Upgrade 465m of existing footpath to shared path between Tuckeroo Avenue and Azalea Street. Upgrade 50m of existing footpath to shared path between Hottentot Crescent and upgraded path	C	Yes	\$258,000

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.5 - ATTACHMENT 2

MU024	Mullumbimby	Construct 575m of new shared path on southern side of Main Arm Road between Chinbible Avenue and Hinterland Christian College. Construct new crossing on southern leg of Main Arm Road/Coral Avenue intersection and across	C	Partial	\$375,600
MU025	Mullumbimby	Upgrade 30m of existing footpath to shared path on northern side of Murwillumbah Road west of Casuarina Street	C	Yes	\$14,000
MU029	Mullumbimby	Construct 255m of mixed traffic (cycle street) on Mill Street between Gordon Street and Stuart Street	C	Yes	\$76,200
MU031	Mullumbimby	Construct 430m of mixed traffic (cycle street) on Station Street between Mill Street and Tincogan Street	C	Yes	\$128,400
MU032	Mullumbimby	Construct 130m of new shared path on northern side of Poinciana Street and 220m on eastern side of Morrison Avenue. Upgrade 120m of existing footpath to shared path on eastern side of Morrison Avenue	C	Yes	\$270,500
MU033	Mullumbimby	Construct 400m of new shared path on western side of Manns Road between Mullumbimby Road and end of Manns Road	C	Yes	\$240,000
MU034	Mullumbimby	Construct 795m of new shared path through community garden between Jubilee Avenue and Stuart Street	C	Yes	\$476,400
MU036	Mullumbimby	Construct 555m of new shared path on northern side of Azalea Street between Coolamon Avenue and end of Azalea	C	Yes	\$332,400
MU037	Mullumbimby	Construct 180m of new shared path on northern side of Azalea Street south of Coolamon Avenue. Construct 210m of new shared path (including bridge) across Brunswick River north of Coolamon Avenue	C	Yes	\$7,690,200
MU038	Mullumbimby	Construct 110m of new shared path between south of Kamala Court and Brunswick River. Construct	C	Yes	\$10,056,000
MU039	Mullumbimby	Construct 580m of new shared path and upgrade 135m of footpath to shared path along Brunswick River between Murwillumbah Road and Stuart Street	C	Yes	\$416,700
MU040	Mullumbimby	Construct 175m of new shared path on northern side of Mill Street between Stuart Street and Station Street	C	Yes	\$103,800
MU041	Mullumbimby	Construct 70m of new shared path along northern boundary of tennis courts on Jubilee Avenue to connect to existing shared path to the north	C	Yes	\$43,200
MU042	Mullumbimby	Construct 395m of mixed traffic (cycle street) along laneway (located between Dalley Street and Stuart Street) between Tincogan Street and Whian Street	C	Yes	\$794,000
MU043	Mullumbimby	Construct 240m of mixed traffic (shared zone) on Burringbar Street between Station Street and Dalley Street	C	Yes	\$480,000
BB024	Byron Bay West	Construct 445m of new shared path on northern side of Ewingsdale Road between Ewingsdale Road and Woodford Lane. Construct new crossing on western side of Ewingsdale Road/Byron Central Hospital access road intersection	C	Partial	\$297,000
BB025	Byron Bay West	Construct 995m of new shared path on western side of Centennial Circuit. Construct new crossing on northern leg of Bayshore Drive/Centennial Circuit (north) intersection	C	Partial	\$612,000
BB026	Byron Bay West	Construct 445m of new shared path on southern side of Grevillea Street between Bayshore Drive and Banksia Drive	C	Yes	\$268,200
BB027	Byron Bay West	Construct 205m of new shared path on western side of Julian Rocks Drive/northern side of Sunrise Boulevard	C	Yes	\$123,600
BB028	Byron Bay West	Upgrade 640m of existing footpath to shared path on eastern side of Bayshore Drive north from multi use corridor	C	Yes	\$321,000

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.5 - ATTACHMENT 2

BB029	Byron Bay West	Construct 20m of new shared path from Sunrise Boulevard to Ti-Tree Place	C	Yes	\$12,000
BB053	Byron Bay West	Construct 1,785m of new shared path on eastern side of McGettigans Lane south from Ewingsdale Road. Construct 455m of new shared path on Balraith Lane	C	Partial	\$1,376,400
BB071	Byron Bay West	Construct 1,760m of new on-road cycle lanes on the eastern side and 1,790m of new on-road cycle lanes on the western side of Parkway Drive	C	No	\$886,500
BB030	Byron Bay Central	Construct 175m of new shared path on eastern side of Kendall Street between multi use corridor and Shirley Street. Construct new crossing on eastern leg of Ewingsdale Road/Kendall Street intersection	C	Partial	\$120,600
BB031	Byron Bay Central	Construct 735m of new on-road separated cycle path (one-way) on northern side of Shirley Street east from Kendall Street	C	No	\$220,500
BB032	Byron Bay Central	Construct 685m of new on-road separated cycle path (one-way) on southern side of Shirley Street between Kendall Street and Wordsworth Street. Construct 180m of new off-road separated cycle path (one-way) on southern side of Shirley Street east from Wordsworth Street.	C	No	\$277,800
BB033	Byron Bay Central	Construct 85m of shared path between multi use corridor and Jonson Street/Browning Street intersection. Construct 50m of shared path between multi use corridor and Butler Street. Construct new crossings at Shirley Street/multi use	C	Partial	\$184,800
BB034	Byron Bay Central	Construct 135m of mixed traffic (shared zone) on Keesing Lane between Marvell Street and Carlyle Street	C	Yes	\$274,000
BB035	Byron Bay Central	Construct 95m of mixed traffic (shared zone) on Marvell Lane between Keesing Lane and Middleton Street	C	Yes	\$186,000
BB036	Byron Bay Central	Construct 135m of mixed traffic (shared zone) on Keesing Lane between Carlyle Street and Kingsley Street	C	Yes	\$260,000
BB037	Byron Bay Central	Construct 135m of mixed traffic (cycle street) on Middleton Street between Carlyle Street and Kingsley Street	C	No	\$40,800
BB038	Byron Bay Central	Construct 150m of mixed traffic (shared zone) on Middleton Lane between Kingsley Street and Ruskin Street	C	Yes	\$296,000
BB039	Byron Bay Central	Construct 535m of new on-road separated cycle path (one-way) on southern side of Lawson Street between Gilmore Crescent and Massinger Street	C	No	\$160,800
BB040	Byron Bay Central	Construct 875m of new on-road cycle lane (one-way) on northern side of lower Lighthouse Drive and western side Palm Valley Drive between new crossing and Marine Parade. Construct 890m of new on- road cycle lane (one-way) on	C	No	\$441,500
BB041	Byron Bay Central	Construct 150m of mixed traffic (cycle street) on Marvell Street west from Massinger Street	C	No	\$45,900
BB042	Byron Bay Central	Construct 120m of mixed traffic (cycle street) on Cowper Street between Marvell Street and Carlyle Street	C	No	\$38,700
BB043	Byron Bay Central	Construct 135m of mixed traffic (cycle street) on Cowper Street between Carlyle Street and Kingsley Street	C	No	\$41,100
BB044	Byron Bay Central	Construct 140m of mixed traffic (cycle street) on Cowper Street between Kingsley Street and Ruskin Street	C	No	\$41,400

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.5 - ATTACHMENT 2

BB045	Byron Bay Central	Construct 140m of mixed traffic (cycle street) on Cowper Street between Ruskin Street and Browning Street	C	No	\$41,700
BB046	Byron Bay Central	Construct 205m of mixed traffic (cycle street) on Browning Street between Tennyson Street and Cowper Street	C	No	\$62,100
BB047	Byron Bay Central	Construct 215m of mixed traffic (cycle street) on Ruskin Street between Tennyson Street and Cowper Street	C	No	\$65,100
BB048	Byron Bay Central	Construct 230m of mixed traffic (cycle street) on Ruskin Street between Massinger Street and Cowper Street. Construct new crossings on each leg of the Cowper Street/Ruskin Street intersection	C	No	\$129,300
BB049	Byron Bay Central	Construct 220m of mixed traffic (cycle street) on Kingsley Street between Tennyson Street and Cowper Street	C	No	\$66,600
BB050	Byron Bay Central	Construct 235m of mixed traffic (cycle street) on Kingsley Street between Massinger Street and Cowper Street. Construct new crossings on each leg of the Cowper Street/Kingsley Street intersection	C	No	\$130,200
BB051	Byron Bay Central	Construct 220m of mixed traffic (cycle street) on Carlyle Street between Tennyson Street and Cowper Street	C	No	\$81,600
BB052	Byron Bay Central	Construct 235m of mixed traffic (cycle street) on Carlyle Street between Massinger Street and Cowper Street. Construct new crossings on each leg of the Cowper Street/Carlyle Street intersection	C	No	\$115,500
BB054	Byron Bay Central	Construct 730m of new shared path along Skinners Shoot Road/Gordon Street/Wordsworth Street/Burns Street/Butler Street. Upgrade 60m of existing footpath to shared path along Gordon Street	C	Yes	\$468,200
BB055	Byron Bay Central	Construct 835m of new shared path adjacent proposed Byron Bypass between existing Byron Street path and Browning Street	C	Yes	\$502,200
BB056	Byron Bay Central	Upgrade 160m of existing footpath to shared path east from Middleton Street (opposite Lateen Lane and behind Byron Bay Library)	C	Yes	\$80,000
BB057	Byron Bay Central	Construct 195m of new shared path from Middleton Street (opposite Byron Street) east through Sandhills	C	Yes	\$116,400
BB058	Byron Bay Central	Construct 120m of new shared path on eastern side of Tennyson Street north of Marvell Street. Construct 250m new shared path on western side of Gilmore Crescent south of Lawson Street. Construct new crossing on western leg of	C	Partial	\$237,000
BB059	Byron Bay Central	Construct 215m of new shared path on northern boundary of Byron Bay Recreational Grounds between Tennyson Street and Cowper Street and through Sandhills	C	Yes	\$130,200
BB060	Byron Bay Central	Construct 385m of new shared path on western boundary of Cowper Street road reserve between Marvell Street and Lawson Street. Construct new crossing across Lawson Street	C	Partial	\$247,200
BB061	Byron Bay Central	Construct 275m of new shared path through Sandhills to west opposite Kipling Street. Construct new	C	Partial	\$180,600
BB062	Byron Bay Central	Construct 435m of mixed traffic (cycle street) on Marine Parade west from Palm Valley Drive	C	No	\$130,500
BB070	Byron Bay Central	Construct new crossing on Jonson Street to connect into Mercato Shopping Centre	C	No	\$15,000
BB063	Byron Bay South	Construct 265m of shared path between multi use corridor and Bangalow Road (between Oakland Court and Cumbebin Park) and 70m of shared path from Bangalow Road to Wright Place. Construct new crossing across Bangalow Road	C	Partial	\$218,400
SP004	Suffolk Park	Construct 315m of new on-road separated cycle path (one-way) on western side of Broken Head Road between Beech Drive (north) and The Byron at Bryon resort	C	No	\$95,100

SP005	Suffolk Park	Construct 550m of new shared path on eastern side of Beech Drive. Upgrade 980m of existing footpath to shared path surrounding lake	C	Yes	\$819,500
SP007	Suffolk Park	Construct 55m of new shared path on eastern side of Dehnga Place between existing shared paths	C	Yes	\$31,800
SP008	Suffolk Park	Upgrade 90m of existing footpath between Broken Head Road and Redgum Place. Construct 150m of new shared path east of Beech Drive to existing paths parallel to Pepperbush Street. Construct 65m of new shared path east of existing paths parallel to Pepperbush Street. Upgrade 30m of existing footpath to shared path from Pepperbush	C	Yes	\$344,800
SP009	Suffolk Park	Construct 655m of mixed traffic (cycle street) on Alcorn Street north from Wareham Street	C	No	\$196,200
SP010	Suffolk Park	Construct 650m of mixed traffic (cycle street) on Alcorn Street between Wareham Street and Clifford Street	C	No	\$193,200
SP012	Suffolk Park	Construct 645m of mixed traffic (cycle street) on Armstrong Street between Wareham Street and Clifford Street	C	No	\$193,800
BA011	Bangalow	Construct 260m of new on-road cycle lane (one-way) on southern side of Bangalow Road west from Blackwood Crescent	C	No	\$65,750
BA012	Bangalow	Construct 200m of new shared path on northern side of Bangalow Road from Blackwood Crescent to existing recreational path at Bangalow sports fields. Upgrade 165m of existing footpath to shared path on northern side of Bangalow Road from Blackwood Crescent to existing vehicle entrance to Bangalow sports fields. Construct new	C	Partial	\$216,400
BA013	Bangalow	Upgrade 50m of existing footpath to shared path on eastern side of existing vehicle entrance to Bangalow sports fields	C	Yes	\$23,000
BA014	Bangalow	Upgrade 380m of existing footpath to shared path on northern/western side of Sansom Street from Rifle Range Road to Tristania Street	C	Yes	\$189,500
BA015	Bangalow	Construct 240m of new shared path on southern side of Tristania Street from intersection with existing path to Rifle Range Road	C	Yes	\$144,000
BA016	Bangalow	Construct 225m of new shared path on western side of Rifle Range Road between Sansom Street and Tristania Street. Upgrade 95m of existing footpath to shared path on western side of Rifle Range Road between Tristania Street and Lismore Road	C	Yes	\$183,000
BA017	Bangalow	Upgrade 95m of existing footpath to shared path from proposed new shared path on southern side of Leslie Street west of Granuaille Road intersection and existing footpath on Leslie Street east of Granuaille Road intersection. Construct 145m of new shared path on southern side of Leslie Street east from Rifle Range Road shared	C	Yes	\$135,600
BA018	Bangalow	Construct 360m of new shared path along Byron Creek between Deacon Street (Station Street access) and existing path from Charlotte Street	C	Yes	\$216,000
BA019	Bangalow	Construct 215m of new shared path (including two bridges) across Byron Creek between Deacon Street and new shared path	C	Yes	\$5,895,400
BA020	Bangalow	Construct 580m of new shared path along Byron Creek between Deacon Street and west of Byron Creek bridge	C	Yes	\$348,000

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.5 - ATTACHMENT 2

BA021	Bangalow	Construct 685m of new shared path along Byron Creek between Byron Creek bridge and multi use corridor	C	Yes	\$411,000
BA022	Bangalow	Construct 45m of new shared path (including bridge) across Byron Creek between Bangalow Showgrounds and sports fields	C	Yes	\$3,206,600
BA023	Bangalow	Construct 125m of new shared path on southern side of Bangalow Road west of Ballina Road. Construct new crossing on the southern leg of the Byron Bay Road/Ballina Road intersection	C	Partial	\$103,800
BA027	Bangalow	Construct new crossing on Rifle Range Road south of intersection with Raftons Road	C	No	\$45,000
OS013	Ocean Shores et al	Upgrade 230m of existing footpath to shared path on northern side of Kallaroo Circuit west from Shara Boulevard	C	Yes	\$116,000
OS014	Ocean Shores et al	Upgrade 585m of existing footpath to shared path on eastern side of Shara Boulevard between Kallaroo Circuit and Kolora Way. Upgrade existing crossing on eastern leg of Shara Boulevard/Kallaroo Circuit intersection	C	Partial	\$321,500
OS015	Ocean Shores et al	Construct 675m of mixed traffic (cycle street) on Helen Street between Kolora Way and Beach Avenue	C	No	\$203,700
OS016	Ocean Shores et al	Construct 2,010m of new shared path along Marshalls Creek between Bindaree Way and Brunswick Valley Way	C	Yes	\$1,207,200
OS017	Ocean Shores et al	Upgrade 240m of existing footpath to shared path on eastern side of The Esplanade north from Strand Avenue. Construct new crossing on northern leg of The Esplanade/Strand Avenue intersection	C	Partial	\$111,400
OS018	Ocean Shores et al	Construct 690m of new shared path on eastern side of Warrambool Road between Orana Road and Rajah Road	C	Partial	\$444,600
OS019	Ocean Shores et al	Construct 165m of new shared path between Gara Court and Marshalls Creek shared path	C	Yes	\$100,200
OS020	Ocean Shores et al	Construct 510m of new shared path on eastern side of Tweed Valley Way and northern side of Yelgun Road between	C	Yes	\$307,200
OS021	Ocean Shores et al	Construct 465m of new shared path (including bridge) east from Marshalls Creek shared path (behind Ocean Shores	C	Yes	\$15,289,000
BH009	Brunswick Heads	Upgrade 40m of existing footpath to shared path between Fawcett Street and Pandanus Court	C	Yes	\$20,000
BH010	Brunswick Heads	Construct 80m of mixed traffic (shared zone) on Tweed Street near caravan park	C	No	\$24,600
BH012	Brunswick Heads	Upgrade existing crossing on northern leg of Tweed Street/Short Street intersection	C	No	\$15,000
BH013	Brunswick Heads	Construct new crossing on eastern leg of Old Pacific Highway/Bayside Way intersection	C	No	\$30,000

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.5 - ATTACHMENT 2

BH014	Brunswick Heads	Construct 405m of new mixed traffic (shared zone) on Balun Lane between Tweed Street and Brunswick Terrace	C	Yes	\$810,000
FE001	Federal	Construct 375m of new shared path around the hill on Federal Drive	C	Yes	\$226,200
IT002	Inter-town	Construct 5.9km of new off-road separated cycle path along Main Arm Road and consider options around how to utilise 1.4km of very low use Durrumbul Road, to connect Main Arm to Mullumbimby (total 7.3km)	C	No	\$2,970,000
IT003	Inter-town	Construct 95m of shared path from Ballina Road to Hinterland Way. Construct 4.7km of new on-road cycle lanes on both sides of Hinterland Way from new shared path to Byron Shire Council boundary	C	Partial	\$1,227,400
IT004	Inter-town	Construct 3.2km of on-road cycle lanes on both sides of Skinners Shoot Road between Byron Bay and Skinners Shoot	C	No	\$1,593,000
IT005	Inter-town	Construct 9.7km of off-road separated cycle path from Brunswick Heads to Byron Bay through Crown Lands utilising existing maintenance pathways	C	No	\$3,869,600
IT007	Inter-town	Construct 370m of mixed traffic on Eucalyptus Lane as part of the Mullumbimby to Brunswick Heads connection	C	No	\$110,700
IT008	Inter-town	Construct 6.8km of on-road cycle lane on the western side and 6.6km of on-road cycle lane on the eastern side of Broken Head Road between Suffolk Park and Byron Shire Council boundary	C	No	\$3,345,250
IT010	Inter-town	Construct 1655m of new shared path on Broken Head Reserve Road from Broken Head Road to Kings Beach carpark. Final alignment subject to consideration of other options to most appropriately connect Suffolk Park and Broken Head	C	Yes	\$994,200

Report No. 4.6 Movement and Place Brief (Draft)

Directorate: Infrastructure Services

Report Author: Andrew Pearce, Traffic Engineer

File No: I2021/540

5 **Summary:**

The purpose of this report is to gain feedback from TIAC regarding a Draft Movement and Place Brief for the Byron Bay township. This brief relates to resolution 20-737 and a recent meeting between TfNSW and Councillors to address Movement and Place with Byron Bay.

10

RECOMMENDATION:

15 **That Council support the Movement and Place Brief, subject to the inclusion of relevant and appropriate TfNSW feedback that aligns with the Byron Bay Master Plan.**

Attachments:

- 20 1 DRAFT BYRON BAY ACCESS AND MOVEMENT BRIEF, E2021/50925 , page 95 [↓](#)
 2 Aligning movement and place 2019 06 27, E2021/50922 , page 99 [↓](#)

Report

The requirement to do a Movement and Place Study for the Byron Bay Township arose out of recent meetings between Councillors and TfNSW.

- 5 Historically transport corridors have been viewed as just a way to get vehicles from A to B. The Movement and Place Framework recognises that streets and transport corridors are not just about moving people and goods – they are also places for people to live, work and spend time. ‘Movement and Place’ is about getting the right mix of transport in the right locations to create places we can all enjoy.

In particular, the ‘Movement and Place Framework’ aims to balance the needs of:

- 10
- Safe and efficient movement of people and goods along key movement corridors.
 - Creating vibrant places for local communities.



Figure 1: Movement and place framework: Future Transport Strategy 2056.

- 15 Even along sections of one road the road environment can transition from being more ‘place’ focused to more ‘movement’ focused. An example of this is Jonson Street once the Master Plan is rolled out. At the southern end of the Bypass Jonson Street may function more towards the ‘movement’ corridor end, while the proposed northern shared zone section proposes to function more towards the ‘place’ end.
- 20 This transition from movement to place can create tensions within the road corridor and the movement and place framework helps answer questions, such as:
- which road users gets priority (cars or people) along each section of Jonson Street,
 - how do we design the road corridor along the full length of Jonson St to help transition the road environment to facilitate this change in priority.
- 25 Therefore, the objective of applying the Movement and Place framework to transport corridors associated with the Byron Bay township is to help plan, design and deliver transport corridors within the Byron Bay township that meet the goals and visions outlined in the Byron Bay Master Plan.
- 30 To this end, the aim is to apply the Movement and Place framework to the Byron Bay transport network (whether rail, pedestrian, cycle or vehicle) to help plan, design and

deliver a transport network that balances movement and plans with the vision of the Byron Bay Master Plan.

Accordingly, the Draft Movement and Place Brief is provided at attachment 1 for review.

- 5 At a recent meeting between TfNSW and Councillors to discuss Movement and Place it was also agreed to provide a copy of the brief to TfNSW for comment. This attached Brief has been sent to TfNSW for comment. No feedback has been received at the time this report was written.

To gain a deeper understanding of the Movement and Place framework, it is recommended viewing the following TfNSW resources:

- 10 **The Aligning Movement and Place** document has been attached at attachment 2 as it provides the most balanced level of introduction information.

Aligning Movement and Place – an introduction to the framework

Better Streets – a fact sheet providing a higher level overview

- 15 **Practitioner's Guide to Movement and Place** – outline a recommended structure and process for applying the framework to a project

Achieving balance between 'movement' and 'place' in designing vibrant streets – this document focuses on 'Vibrant Streets'. As seen in Figure 1 above, Vibrant Streets have particular tensions as their purposes is roughly 50% Movement and 50% Place.

Next steps

- 20 Collate TIAC and TfNSW comments into a Final brief for SPW review.

Subject to SPW review a RFQ will then be issued on Vendor Panel.

Strategic Considerations

Community Strategic Plan and Operational Plan

CSP Objective	L2	CSP Strategy	L3	DP Action	L4	OP Activity
---------------	----	--------------	----	-----------	----	-------------

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.6

Community Objective 4: We manage growth and change responsibly	4.1	Support the visions and aspirations of local communities through place-based planning and management	4.1.1	Develop, implement and update Place Plans that promote place-based forward planning strategies and actions	4.1.1.6	Investigate priority needs for future masterplans
Community Objective 4: We manage growth and change responsibly	4.1	Support the visions and aspirations of local communities through place-based planning and management	4.1.1	Develop, implement and update Place Plans that promote place-based forward planning strategies and actions	4.1.1.1	Progress draft Planning Proposal and DCP chapter to amend planning controls for Byron Bay town centre (Byron Bay Town Centre Masterplan action)
Community Objective 1: We have infrastructure, transport and services which meet our expectations	1.7	Manage traffic and parking in an efficient manner	1.6.3	Ensure new infrastructure is planned and funded to meet the needs of the current and future population (SP)	1.6.3.3	Advocate and apply for grant improve transport networks

Recent Resolutions

- 20-737

Legal/Statutory/Policy Considerations

5 N/A

Financial Considerations

As part of resolution 20-737 a funding source is to be identified and reported to Council prior to progressing the project. Discussions are still underway to confirm the funding source.

Consultation and Engagement

- 5 A copy of the Brief has been sent to TfNSW for comment.

DRAFT BYRON BAY MOVEMENT AND PLACE BRIEF**1. INTRODUCTION**

Byron Shire Council is seeking to undertake a Movement and Place Study of the transport network associated with the Byron Bay Township (known hereafter as The Study).

The Study is to form part of the Byron Bay Town Centre Masterplan and is to align with the Masterplan vision and goals.

2. PROJECT BACKGROUND

The Byron Shire Council has developed the Byron Bay Town Centre Masterplan. The vision for The Byron Bay Town Centre Masterplan is to:

“Connect the centre of Byron Bay with the spirit of the community”.

The Bay Community Spirit

The development of this vision statement was informed by community values and what the community perceive as unique about Byron Bay Town Centre, namely:

- Byron Bay’s historical role as a ‘Meeting Place’ for all people is a key reason why the town centre is so unique.
- It’s the spirit of the Byron Bay community that makes Byron Bay Town Centre so unique.
- It’s what Byron Bay represents to the community that makes the centre so important.

Therefore, a key aim of this vision statement is to capture the true essence of the community and the unique connection they have with the town centre.

Applying this vision to transportation and how people move through the township, a concept transport strategy of “Cars Out / People In” has been informally adopted. The closer you get to the heart of The Byron Bay Township the more tactical, personal and relational the experience. In regards to a Movement and Place methodology, the Byron Bay Township is to be seen as more of a Place to enjoy.

A Dominant Characteristic

In contrast, cars currently form a dominant characteristic of the Byron Bay Township causing it to be bisected and disconnected in places. Prior to the Bypass opening east bound traffic queues frequently extended from the Jonson St / Lawson Street roundabout all the way west along Ewingsdale Road to the motorway and have been known to extend 3km north along the motorway. This amounts to a queue length of approximately 8.5km long.

This traffic then dissipates throughout the township resulting in congested road networks, high parking demand and a disconnected township. West bound traffic congestion converges around the Lawson St / Jonson St roundabout with queues often snaking down Jonson St and Lawson St for several hundred meters and taking 10 or more minutes travel these distances.

Combined with an ever increase number of developments and increasing number of cars per dwelling parking and traffic congestion within key residential and commercial areas is increasing significantly and adding to the feel of a disconnected and crowded township.

A number of projects and strategies have been developed to help realign the dominant characteristic of Byron Bay around the vision statement and away from a car centric zone. Many more projects and strategies have been identified as required in the future to continue progressing this realignment.

A primary issue to be addressed as the town seeks to align itself around the master plan is the issue of defining and identifying Movement and Place within the Byron Bay township.

3. OBJECTIVES

Undertake a Movement and Place Study of the transport network associated with the Byron Bay Township and key surrounding transport links.

This is to be done in accordance with the NSW Governments Movement and Place Framework and supporting documentation and the goals and objectives associated with the Byron Bay Master Plan.

It is to generally follow the recommended project stages outlined in NSW Governments document Aligning Movement and Place.

3.1 DISCOVER

In regards to the Movement and Place project stages outlined in Aligning Movement and Place, much work has already been done in regards to “Discover” with the development of the Byron Bay Master Plan. This has been developed in close consultation with key community groups.

However, some additional work within the “Discover” stage is required to ensure the consultant has a clear understanding of the planned and potential future changes associated with Byron Bay, such as: future developments and potential impacts on movement and place networks and links, population growth and distribution, demographic changes, transport trends, etc.

The following actions and tasks are anticipated as required as part of the “Discover” stage:

- Traffic and transport modelling of existing conditions and future conditions assuming no changes to existing transport networks.
- Planned and unplanned trials and events to see impacts
- Traffic and parking data collection.
- The Provision of a movement and place classification matrix of all existing transport and road corridors within and connecting to the Byron Bay Township.
- Literary review of key documents, including, but not limited to:
 - Pamp
 - Bike Plan
 - Byron Bay Master Plan and Associated Documents / Concepts
 - Draft Integrated Transport Management Strategy
 - Byron Shire Council Operations Plan
 - DCP's

- Development and Design Manuals
 - Other documents as relevant
- Site inspections
- Two “Discovery” meetings. These can be either in person or via video:
 - One with Council
 - Another key community groups.

3.2 CREATE

It is anticipated the bulk of the investigation will relate to the “Create” stage as the consultant develops multiple scenarios for:

- Aligning a movement and place network with the Byron Bay Master Plan objectives.
- Delivering movement functions and improving place and identify.

The following actions and tasks are anticipated as required as part of the “Create” stage, as a minimum:

- Development of several movement and place scenarios based around the road hierarchy and road uses identified in the Byron Bay Master Plan, PAMP and Bike Plan.
- Undertake Traffic and transport modelling and present modelling results associated with the above scenarios to demonstrate potential impacts, benefits and recommended priority actions.
- Presentation of Case Studies
- The Provision of a movement and place classification matrix of proposed transport and road corridors associated with the preferred scenario(s). This matrix is to align with the road hierarchy and road uses already identified in the Byron Bay Master Plan, PAMP and Bike Plan.
- A concept high level draft list of actions, processes, tasks, planning changes and cost estimates associated with the preferred scenarios. This list is anticipated to form the basis of the “Deliver” stage once the preferred scenario(s) are confirmed by Council.
- A draft Movement and Place Report
- An in person meeting with Council representatives to review and workshop recommended scenarios and review draft report.

3.3 DELIVER

A key part of the project is to help Council identify and prioritise movement and place actions, tasks and projects that will establish a balanced movement and place network suitable for the Byron Bay Master Plan.

The following actions and deliverables are anticipated as required as part of the Deliver stage, as a minimum, and are anticipated to be based on the concept high level draft list of actions, processes, tasks, planning changes and cost estimates presented to Council as part of the scenarios workshop:

- A final Movement and Place Report based on the draft and Council feedback
- Identify and prioritise recommended actions, tasks, processes and projects to bring about a staged, cost effective, efficient alignment between movement and place and the Byron Bay Master Plan. Such actions, tasks, processes and projects may include recommended (but not limited to);
 - land use changes,
 - planned and unplanned trials and events,
 - amendments to DCP's,
 - infrastructure, road, place making and landscaping projects,
 - Monitoring, measuring and reporting processes and tasks.
 - Recommended technology adoption
 - A transport network classification matrix for the preferred movement and place scenario(s).

4. RELATED PROJECT TASKS

The following tasks will be undertaken by Council and are considered part of this project:

5. Parking Scheme review of Belongil, Byron Bay and Watagos
6. Intercept Survey to understand why people come to Byron, how they arrive and how they travel around Byron Bay. To be undertaken by Council with advice and input from the consultant.
7. Other tasks recommended by the consultant and to be submitted as part of the RFQ.

Issue no. 03— 2019

BETTER PLACED

ALIGNING MOVEMENT AND PLACE

A photograph of a street intersection with pedestrians and a dog, overlaid with the title text. The image shows a group of people walking across a brick-paved crosswalk. One person is pushing a shopping cart, another is using a walker, and a third is walking a dog. In the background, there are buildings, trees, and traffic lights. The text 'ALIGNING MOVEMENT AND PLACE' is superimposed in large white letters over the image.

Outline for understanding places in relation to movement infrastructure

GOVERNMENT
ARCHITECT
NEW SOUTH WALES



This document at a glance

This outline is an introduction to the Movement and Place Framework to be published by the end of 2019. It sets out a better approach to aligning movement and place in the design, planning, construction and operation of NSW's overall transport network.

The framework will build on a body of interstate and international work. It will ensure the network delivers effective and efficient movement while delivering the maximum social and economic benefits for the people of NSW through the consideration of better places.

Infrastructure New South Wales' State Infrastructure Strategy 2018–2038, includes a recommendation that Government Architect NSW (GANSW) develop a Movement and Place Framework, which comprises the following components, a Practitioner's Guide with concepts, a core method and references, a Toolkit of technical resources for use in NSW and Governance – a board to provide support, guidance, resolve disagreements and provide endorsement. The outline document, Aligning Movement and Place, provides an introduction to this Framework. It sets out a better approach to understanding places in relation to movement infrastructure, to assist state and local government as well as practitioners to balance movement and align movement and place in the design, planning, construction and operation of NSW's transport network.

About this document

Who will use this outline

The NSW transport network is the responsibility of a range of government and professional organisations. The outline will assist these bodies with how they approach this responsibility.

This includes:

- state government agencies such as TfNSW, DPE, and Roads and Maritime Services
- local government
- industry professionals including engineers, traffic and transport planners, urban designers, landscape architects and strategic land use planners.

The framework (a practitioner's guide and associated toolkit) will be developed to meet the needs of design professionals, traffic and transport engineers, strategic land use planners and business case assessors.

Prepared by Government Architect NSW (GANSW), this document explains why and how we need to collaborate on strategies, plans, and projects, across all stages of design and delivery, to achieve a better built environment.

About GANSW

GANSW provides strategic design leadership in architecture, urban design, and landscape architecture, supporting the NSW Government in delivering quality, managing risk, and fostering innovation to maximise public value in the built environment.

In 2016, while reaching a milestone of 200 years in office, the Government Architect shifted from providing a broad range of design and project services, to focusing on its strategic advisory role to government. This consolidated GANSW into a role grounded in process-based thinking from the earliest phases of planning and development. The focus is on developing policies to improve the social, environmental, and economic outcomes for NSW and its communities.

Through a strategic advisory and integrated approach, GANSW advocates for shared accountability to foster a well-designed built environment with positive social impact for the public good.

URBAN
DESIGNERS

Engage in key stages
of planning and
delivery of projects

TRANSPORT
PLANNERS
AND
ENGINEERS

When to engage
with place experts
and why

STRATEGIC
LAND USE
PLANNERS

Better integration
of transport
and land use

BUSINESS
CASE
ASSESSORS

Better understanding
of what projects
will deliver and why

Additionally, a Practitioners Guide
and Toolkit to follow will provide:

Tools for delivering better places
on movement links

Indicators to recognise the degree of
balance required in a given context

Mechanism for shaping project briefs to
reduce severance and improve mobility

Mechanism for ensuring place benefits
are included in briefs and realised

Good design is NSW Government policy

The November 2017 amendment to the NSW *Environmental Planning and Assessment Act 1979* (EP&A Act) included a key phrase – “good design” – which elevates the importance of design in the planning system.

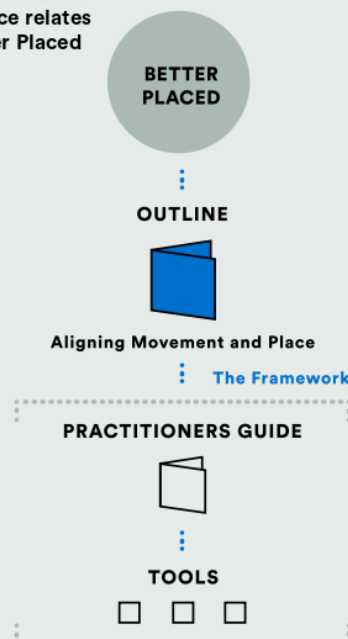
The objects of the Act (section 1.3) include:
“(g) to promote good design and amenity of the built environment”.

Better Placed: An integrated design policy for the built environment of NSW (GANSW 2017)

Establishes what the NSW Government expects regarding good design and effective process across all built environment projects in NSW. Better Placed supports the amendments to the EP&A Act by defining good design and acting in the public interest. Good design is both a process and an outcome of a process – a way of making and the result of that making.

Better Placed explains how we can raise quality, expectations, and standards, and establishes a set of objectives for the NSW built environment:

- **Better fit:** contextual, local, and of its place
- **Better performance:** sustainable, adaptable, and durable
- **Better for community:** inclusive, connected, and diverse
- **Better for people:** safe, comfortable, and liveable
- **Better working:** functional, efficient, and fit for purpose
- **Better value:** creating and adding value
- **Better look and feel:** engaging, inviting, and attractive.

How Movement and Place relates to Better Placed

Balancing Movement and Place

An integrated approach

Delivering alignment between movement and place involves all aspects of the built environment and at all scales of design, combining places, spaces, time, fields of work, and the disciplines who work towards built outcomes, including the community.

An integrated approach aims to redefine problems and reframe challenges to provide long-term strategising and life-cycle decision-taking. It works towards a consistent and long-term vision with a shared value system. It is not the exclusive realm of designers, although they do have a skill set that suits this highly collaborative role.

The Movement and Place practitioners guide will provide further detail on providing an integrated design approach to movement and place.

The public good

To meet the demands and challenges of a complex world and the needs of people, our places need to be more thoroughly considered. The EP&A Act sets the tone for “good design and amenity of the built environment”, while Better Placed develops these aspirations by advocating for “design thinking” – a holistic way of finding opportunities and resolving problems. GANSW seeks to integrate possibilities and generate ideas to meet the needs of the public good and to achieve social, environmental, and economic benefits.

When these strategies and processes are implemented at the earliest stages of projects and supported throughout, they can engage whole-of-life costs and benefits to assist in reducing inequality, improving everyday life, and providing a platform for future generations.

June 2019
© Crown Copyright 2019
NSW Government

Disclaimer

While every reasonable effort has been made to ensure that this document is correct at the time of printing, the State of NSW, its agents and employees, disclaim any and all liability to any person in respect of anything or the consequences of anything done or omitted to be done in reliance upon the whole or any part of this document.

Copyright notice

In keeping with the NSW Government's commitment to encourage the availability of information, you are welcome to reproduce the material that appears in this document for personal, in-house or non-commercial use without formal permission or charge. All other rights are reserved. If you wish to reproduce, alter, store or transmit material appearing in this document for any other purpose, a request for formal permission should be directed to Government Architect NSW, L3, 320 Pitt St, Sydney, NSW 2000.

3

Why a new approach is needed

As NSW continues to grow there are opportunities to change the way our places and transport network are designed, planned, and delivered in order to deliver the maximum benefit for most people.

In broadening our thinking about our roads, rail and streets beyond movement, places can better deliver social, environmental and economic improvements for the entire community.

Likewise, in broadening our thinking about movement to both mobility and access, we can promote the right mode for each trip purpose, and plan places that serve local areas and minimise the need to travel long distances.

Place is important

In November 2017, the NSW Government amended the Environmental Planning and Assessment Act 1979 to introduce a new object of good design and amenity of the built environment, and the sustainable management of built and cultural heritage. In 2017, the NSW Government also published four policies that place value on places – Better Placed (Government Architect NSW), Greater Sydney Region Plan; A Metropolis of Three Cities; the Regional Development Framework and Future Transport Strategy 2056.

A place-based approach was adopted in Infrastructure New South Wales' independent report, the State Infrastructure Strategy 2018–2038, with recommendation 4 of the Strategy recommending that the NSW Government Architect develop a Movement and Place practitioners toolkit. These documents outline a place-based approach to planning and delivery of infrastructure and establish key principles that set the desired future character of that place to improve amenity, and deliver better quality outcomes.

Our roads and streets in particular deliver key public spaces for communities, places where people can socialise and add vitality to our neighbourhoods, creating better places to live. Aligning movement and place on streets can



give users of all ages and abilities better, safer and healthier travel options while creating appealing urban environments that people can enjoy.

Well designed places make people want to interact with them, be they tourists and investors looking to visit or do business, or members of a local community choosing how they will move around and where they will spend time. This makes our overall urban environment more healthy, attractive, resilient and equitable (which in turn delivers benefits such as economic productivity).

The Movement and Place Framework is being developed to provide a new cohesive approach to aligning:

- integrated and efficient **Movement** of people and goods; with;
- amenity and quality of **Places**; to contribute to the attractivity, sustainability and success of our cities and towns.

A Practitioner's Guide (the Guide) and Toolkit is being prepared by the Government Architect NSW (GANSW) in collaboration with Transport for NSW (TfNSW), Roads and Maritime Services (Roads and Maritime) and Infrastructure NSW (INSW) in recognition of the role good design and planning plays in optimising the place benefits our roads and streets can deliver. It will guide implementation of the Framework by providing detail on the Better Placed Objectives and Transport Outcomes and a variety of tools that can be deployed by practitioners in government and industry.

The Guide acknowledges the important inter-relationship and often dynamic tension between movement and delivering attractive, appealing places that people want to use and enjoy for a wide range of uses. It acknowledges that achieving the best fit between these two functions will deliver the maximum social and economic benefits.

The Guide also acknowledges that successful planning of our transport network is best achieved through a whole of government approach involving all levels of government. It acknowledges the need to coordinate resources on common goals to deliver truly sustainable investment.

Where the framework fits

This Outline and the Guide sit under Better Placed, a policy developed by GANSW to create a better design built environment across NSW, as well as TfNSW's Future Transport Strategy 2056.

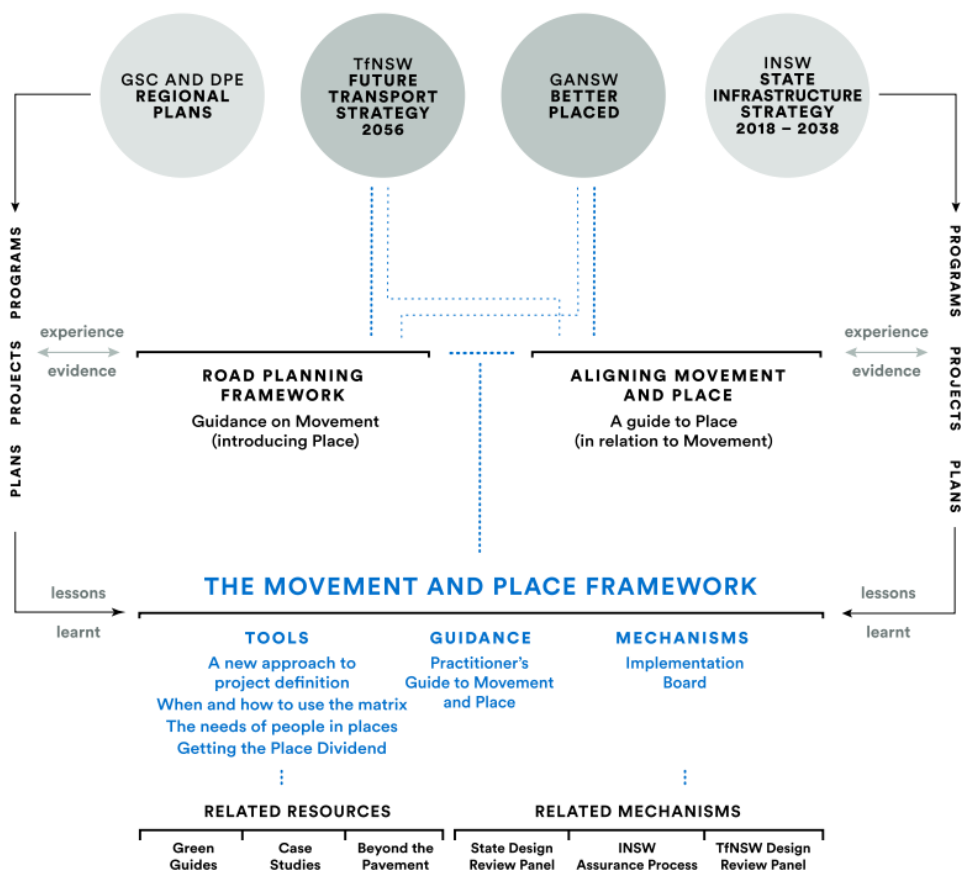
It complements other policies and strategies – most relevantly, Greener Places and Good Urban Design (GANSW), the **Greater Sydney Region Plan; A Metropolis of Three Cities** (GSC) and the State Infrastructure Strategy 2018–2038 (INSW).

Framework structure

The Movement and Place Framework will comprise the following components:

- collaborative guidance produced by the Government Architect NSW together with Transport for NSW, Roads and Maritime Services, the Department of Planning and Environment and other state and local government agencies, in the form of a detailed **practitioner's guide**
- a **toolkit** of resources to help people who are using a movement and place methodology; and
- an implementation board to give people implementing the framework guidance, resolve disputes and provide endorsement.

Where the framework fits



Understanding movement

Movement is how people get about to access their jobs, education and services, as well as the movement of goods required for our cities and towns to function.

It enables people to connect with one another and pursue leisure and recreational activities. It is about efficiently delivering goods and services to drive economic growth. The Road Planning Framework sets out the key considerations in accounting for movement on the NSW road network.

Movement is also a key enabler of places – done well it can enhance and contribute to successful places, by improving liveability, services and economic success. It can create places, as can be seen around our major transport hubs and along our former tram routes. Designed poorly, movement can diminish places and contribute to their decline.

Individual movement links also need to be understood in relation to the overall transport system, and its role in delivering services to all people. For example, a movement link identified as a 'centre-serving' corridor may need to accommodate multi-modal transport access to that centre (town or suburban centre). Equally, whole transport networks also need to be overlaid on any individual movement link and a presumption made in favour of ensuring network continuity across that link.

Understanding desired movement patterns

As a precursor to aligning movement and place, the right balance of movement that is sought needs to be understood. The process of balancing movement itself may contribute to better places, as well as making space (and time) for place. To understand and balance movement, the following issues need to be addressed:

- the most efficient, integrated and reliable way to connect people to jobs and key services (e.g. a network strategy or integrated transport framework)
- how to best facilitate the delivery of goods and services essential to economic prosperity and growth (e.g. freight strategy)
- the degree of access to places required to support vital economic, social and recreational activity (e.g. local access strategy)
- trip segmentation by journey purpose to understand which trips currently made could be made by other means (e.g. strategic and switchable trip analysis)
- the modes by which journeys can be made most efficiently (e.g. desired mode split)
- improving safety and encouraging sustainable transport modes to reduce emissions and contribute to public health (e.g. targets for walking, cycling and public transport).

Understanding by assessing options

The consideration of different transport network improvement options is a necessary part of any movement assessment. Design, planning, and development of movement links must consider whether existing infrastructure could be reused, repurposed or used by a different mode, or whether new or replacement capacity or modality is required. In all scenarios, understanding the levels of services of all potential modes of transport is crucial to making an informed assessment.

In relation to roads and streets, movement also needs to be understood across the whole street from property line to property line – that is, including pedestrians and cyclists. Pedestrians and cyclists should be considered in both defining the issue (how walkable or cyclable an area is, and what improvements are required), as well as the solution (how to use the whole street most efficiently, and achieve the desired movement patterns).

Option assessment and selection must involve all agencies affected, including local government as the authority for local streets, so that components assigned to agencies for delivery, such as parallel cycle routes, are correctly identified, funded and delivered.

Understanding place

Places are complex, multi-layered and diverse environments within the broader context of society and the public realm.

They are the spaces where we get together, relax, celebrate and contemplate, as well as work, participate in civic life, learn and exchange.

Places comprise numerous elements, such as the topography of the surrounding area, the existing built environment, the physical enclosure and edges these create, but also the activities generated within, their significance, and whether those activities occur in public or private spaces.

As our State faces social, demographic and climate change we must ensure communities in both rural and urban areas continue to prosper. Most places where we live are created – they are the result of design, planning, and development. Places have distinct qualities, identities and character.

There is great opportunity to improve the network of public space across our regions, cities, suburbs and towns, and how it connects clusters of activity to enable places to evolve over time.

People create places, for people

Peoples' ability to engage with public space, the connective space of society, is the primary contributor to place – people create places. Good places are also made for people, by design and through delivery, and the dynamics of making places is only possible through the active participation of many people, from diverse backgrounds, with differing knowledge or community understanding.

To gain an understanding of place, the involvement of the community is therefore critical, either through place-based plans that have been consulted on, or through direct community consultation.

Places are dynamic

Places change over time – they develop progressively and are created by the interactions or activities of the people who use them. They draw on history, values and the dialogue between people and their culture. Good places increase in value over time and help enrich areas and encourage citizenship. The design of a place's urban environment can allow places to adapt to change, or reduce that place's ability to adapt.

Places exist within places

A larger area may encompass zones of greater and lesser intensity, giving them their own significance. In the context of roads and streets, a study to determine the intensity of places will often come down to individual street blocks.

This intensity may be low or localised, yet almost all streets, as public spaces, form part of some people's network of places, providing residents with an address, or a familiar way to get from here to there.

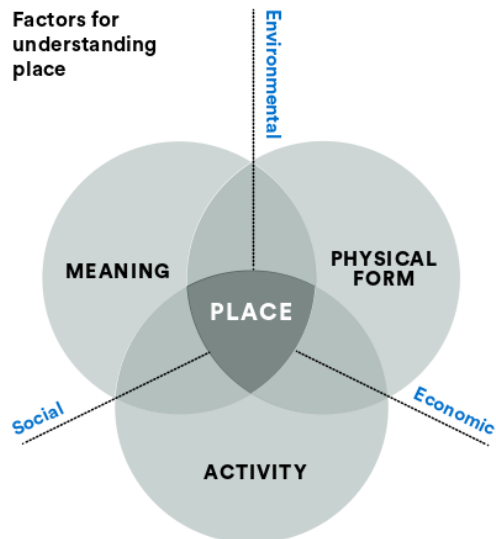
Equally, some places are important due to the lack of alternative places within easy reach – places that can be recognised by what their absence would do.

Factors of place

While places are physical spaces, they can be understood by people in different ways and at different scales. This is because they are made up of many interwoven layers which can be understood through the following key factors:

- meaning
- physical form
- activity

Factors for understanding place



Place analysis

There are multiple ways of identifying, analysing and assessing places. The process requires the input of many people such as built environment professionals, consultants and government agencies and also the people that live and use places. Places should be understood through their context and analysed through their social, environmental and economic factors. This can include, but is not limited to:

- an understanding of the social context, using community engagement (and captured in say a local character statement or local strategic planning statement), or by separate studies (by say a social planner, demographer or aboriginal cultural consultant);
- an understanding of the economic context, using agreed data for measuring vibrancy such as vacancy rates, or by separate study (by say an economic advisor); and
- an understanding of the environmental context (by an urban designer and/or landscape architect), including:
 - the natural environment (the setting in which the place occurs and its role in shaping the cultural meaning of that place); and
 - the built environment.

The built environment is the one aspect of place most directly and physically shaped by practitioners working in the fields of design, planning and development. Assessing the built environment forms a key component of place assessment in working with movement and place. It is undertaken primarily by place experts, urban designers and other built environment professionals, working collaboratively with government, stakeholders and local communities.

In analysing place, a comprehensive process consists of the following:

ACTION DESCRIPTION

DISCOVER

Identify	Strategic assessment to identify places, their ownership, management and their geographic extent
Analyse	Study and analysis of the social, environmental and economic factors of each place, with detailed analysis of the built environment
Understand	Establishing a tangible common understanding of each place using the variables Quality, Quantity, Scale, Distribution, Diversity, Access & Connection and Materials & Details.
Evaluate	Evaluate the performance of the place and identify the desired built environment outcomes for each place – areas to change, enhance, maintain or conserve within that place

CREATE

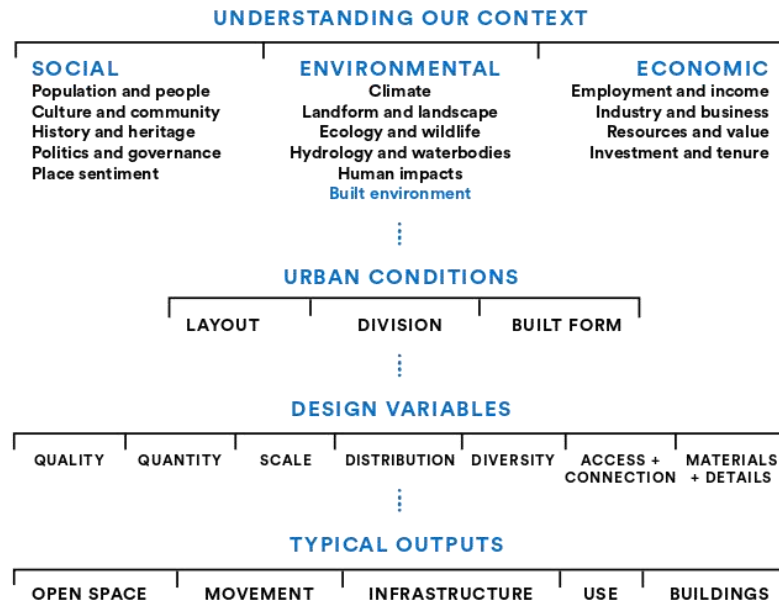
Create	Creating a brief for the movement infrastructure based on the understanding of that place and the desired actions / outcomes
---------------	--

DELIVER

See section *Delivering Improved Place Outcomes*, page 14

Identification and spatial definition of places, including their significance, character and geographic extent may be drawn from existing sources, such as strategic plans (such as a region plan, district plan) and local authority plans (such as the local strategic planning statement, local area plan or place-based plan).

Areas of analysis to understand place



Balancing Movement and Place

What does alignment look like?

Aligning movement and place is essential to creating better places, designing ways where we can better support place alongside movement priorities will enable communities to stay connected, access the places they need, and thrive in high performing quality spaces.

Better Placed, the design policy for NSW, outlines seven distinct objectives to define the key considerations in the design of the built environment.

Achieving these objectives will ensure our cities and towns, our public realm, our landscapes, our buildings and our open spaces will be healthy, responsive, integrated, equitable, and resilient.



OBJECTIVE 1.

Better fit

contextual, local and of its place

The process of aligning movement and place necessarily requires an authentic understanding of local context – what constitutes a place, where are they located, how do they perform and what do they need to be successful.

Places exist at different scales to movement infrastructure, and are comprised of smaller, finer grained elements. Therefore, alignment movement and place requires a more nuanced, contextual and finer-grained design and management approach to movement infrastructure and where it impacts on places. Movement infrastructure needs to be calibrated to the local needs of a particular place, to ensure the right fit.

Supporting local places can also shape demand for movement infrastructure – places within easy reach by foot or cycle that provide for daily needs can 'compete' with short trips by car, particularly if walking and cycling is supported, and short trips discouraged.

Understanding future context is also critical in areas planned for or undergoing change.

The design and planning of key attractors can also shape movement demand. Encouraging active travel to school starts with aligning primary school and sports field locations to key walk and cycle routes, and designing arrival points to, say, prioritise cycle racks over vehicular drop-off.

**OBJECTIVE 2.****Better performance****sustainable, adaptable and durable**

Environmental sustainability and responsiveness is essential to meet the highest performance standards for living and working. Sustainability is no longer an optional extra but a fundamental aspect of functional, whole-of-life design.

Facilitating and encouraging sustainable transport modes including walking, cycling and public transport and minimising the space dedicated to vehicle movement.

Integrating green infrastructure, including tree canopy, open space, bushland and waterways with urban development and grey infrastructure, such as streets, roads and public transport.

Contributing to resource efficiency (energy, water, materials), including minimising consumption, and accommodating localised energy generation, water recycling and food production.

Prioritising the use of robust, locally sourced materials and resilient, climate-responsive plant species.

Responding to local climate conditions, and using efficient, passive approaches and systems to provide shade, shelter, heating and cooling to reduce the burden on, or need for, mechanical systems.

**OBJECTIVE 3.****Better for community****inclusive, connected and diverse**

The process of aligning movement and place requires both consideration of the local area, and input from the local community through engagement and inclusive methods of project design and development, that involve different stakeholders and experts skilled in place and movement.

An understanding of a local area, communicated via a plan prepared by the local authority in consultation with the local community, is the best starting point for discussions on aligning movement and place.

Where a local area plan does not exist, then a process for understanding the area done in partnership the local authority with community engagement is the best alternative method for ensuring local benefits realisation.

A process that contains a variety of views, negotiation, compromise and trade-offs – and that documents those trade-offs creates a transparent decision-making process, leading to robust, defensible outcomes.

An outcome that balances movement and aligns movement and place is also likely to receive broader community support.

**OBJECTIVE 4.****Better
for people****safe, comfortable
and liveable**

The built environment is a foundation for community health, providing opportunities for physical activity (active and passive exercise), and social interaction which supports enhanced mental wellbeing.

Many attributes of great places can be related to people and liveability. The presence of people of different cultures, ages and abilities gathering for social activities can indicate that a place is providing a safe, comfortable and active environment that they can frequent.

Movement has a role in delivering many of these attributes, such as defining the transport network required to support that place and provide access to it, or providing eyes on the street to make that place safer.

Equally movement infrastructure can provide visual interest and make people feel more or less comfortable in that place.

**OBJECTIVE 5.****Better
working****functional, efficient
and fit for purpose**

A well-functioning place and movement network includes options for people to choose different transport modes to suit their needs and daily routines.

The design of the place impacts on this choice, such as the walkability of the area, ease of crossing, where public transport stops are located, and how easy it is to interchange.

The planning of new attractors / destinations, such as jobs, services, retail, schools and hospitals must also consider their influence on movement patterns. Locate destinations where they can be accessed by multiple modes, identify and plan the key routes by which they are accessed, from 'centre serving corridors' down to local walking routes, and ensure they are delivered, including crossings where movement links cause severance.

Transport choice allows users to dynamically adjust to incidents as well as creating long term 'virtuous circles', where more people using active and public transport benefit not only themselves and others like them, but also can reduce the number of cars (and congestion) on the road.



OBJECTIVE 6.

**Better
value**

**creating and
adding value**

**Aligning movement and place
stands to provide better value
– both in terms of direct social,
environmental, and economic
value as well as in terms of user
satisfaction and reflection of
community standards.**

Better social value can be measured in terms
of participation and social contact.

Better environmental performance can be
measured in terms of the impact on wider
systems, such as stormwater management, or
surface temperature in extreme weather events.

Better economic value can be measured in
terms of unlocking greater property values, as
well as through the prosperity of businesses
and vacancy rates.



OBJECTIVE 7.

**Better look
and feel**

**engaging, inviting
and attractive**

**A balanced approach to
movement and better alignment
with place needs in project
delivery provides the opportunity
for a well-designed outcome
that considers the integration
of movement networks with
the local built environment
through responding to character,
materials, landscape and other
key urban design components.**

Engaging with local councils, urban and
landscape designers has the potential to deliver
a range of place benefits that are specific to
their context and local aspirations for that place.

Delivering improved place outcomes

To deliver improvement, the design, planning and maintenance of movement infrastructure must consider place and aim to foster improvement.

The desired character of places needs to be understood, and areas of underperformance or barriers to that desired character identified.

The Movement and Place Framework aligns with Future Transport outcome 'Successful Places' and State Infrastructure Strategy by designing infrastructure to complement and enhance the function, rather than merely dictate the form, of the place.

It reflects a shift towards place-based planning and greater place and movement integration in our strategic planning, reflected in initiatives ranging from the Greater Parramatta Growth Area's Place Infrastructure Compact through to directions in the NSW Regional Plans such as 'enhancing strategic transport links to support economic growth'.

A place analysis can define the desired character

Identifying, analysing and understanding the urban environment is the starting point for aligning movement and place (see page 8).

The place analysis undertaken by a multi-disciplinary team provides an understanding of both the existing character, and a plan or series of actions for how that character must change in the future. The aim in articulating the desired state of a place is for it to become, or remain, a well-designed urban environment.

A place-based approach, or 'putting place first', is a useful method of unpacking the complex and contested territory of place versus movement dynamic. This should be done early, and distinct from any analysis of movement function. A transport study to identify the movement outcomes that support that place should also be undertaken.

An understanding of place can be enriched by community input through early consultation with the community or through information identified in prior consultation undertaken by local authorities.

Desired character for areas identified for significant change may also need to be understood through a future vision for that place, as set out in strategic plans and frameworks.

Just as we assess performance during the typical movement peak in transport planning, so too we need to ensure our places perform well in the typical 'place peak' (the highest intensity of people staying or moving within the place) when aligning movement and place. These peaks may be distinct (such as a commuter flow and late-night entertainment), leading to different performance over time, or peaks may overlap (a commuter flow and evening trading), leading to trade-offs.

There are a range of new tools that can help you analyse place including DPE Local Character & Place Guide & GANSW Advisory Note 'Place Analysis'.

Extent of places in terms of movement

Generally speaking, places are areas connected to, or through by movement. While some may be linear and movement-related, as in high streets, many are broad areas with greater or lesser intensity. Therefore, in addition, understanding a place's relationship to associated movement links needs to be granular to be useful in improving place within a movement and place analysis. Broadly, places can be grouped according to how they interface with movement links:

- Places that are on movement links
- Places that are also movement links
- Places nearby to / connected with movement links but 'offline',

which will influence the manner in which the movement infrastructure needs to respond to that place.

Balancing Movement

Just as place identification and assessment is a key precursor task to aligning movement and place, so too does movement need to be better understood and balanced in order to identify the areas that can be more efficient, and 'make space for place'. In order to do this, the following considerations should be made:

- Policies and plans for the road or street such as designation as a 'transport corridor' as defined in Future Transport, or a specific movement designation in an integrated transport plan.
- Alternatively, networks must be overlaid on the relevant movement corridor and accommodated. There must be a presumption in favour of making special provision for any network identified for a link unless an alternative proposal has been validated and, if interventions are necessary, those interventions are funded and identified for delivery.
- Movement should be made as efficient as possible, including by assessing the walkability and cyclability of short trips, and the role of public transport for longer journeys. Efficiency can be both spatial (maximising people-throughput), as well as temporal (setting an objective for public transport to be time competitive with private cars, for example).
- Strategies should be in place for achieving mode shift. Support can range from the specific to the general, eg: on-the-ground-campaigns, infrastructure (like bus lanes), network adjustment to reroute movement and/or blanket guidance such as a modal hierarchy.
- A precautionary approach should be taken to short-term demand (such as growth in non-strategic movement) – approaching increased throughput with caution, and taking active measures to support places impacted.

Classification of roads

For consistency across a programme of work, such as road planning, it is useful to use a classification system that relates the relative significance of movement to other movement links, and places to other places. This exercise of using a classification system is a 'thinking and sorting tool' and should not be seen as describing place or defining outcomes.

Where matrices are being used, the assessment should be at a fine grained spatial level, so that places can be identified and their relative significance mapped out in order to be overlaid on movement links.

The outcome of this exercise is to:

- identify the scale of the challenge in aligning movement and place
- identify if there is a priority consideration
- identify the appropriate assessment approach and which kinds of tool might be most appropriate to achieve balance.

See table below for example.

Note that local places still require recognition and design but may be approached differently compared to more significant and complex places, such as by a local place assessment and kit of standard tools.

Using classification to identify outcomes

LOCAL PLACE, LOCAL ACCESS	LOCAL PLACE, SIGNIFICANT MOVEMENT	SIGNIFICANT PLACE, LOCAL ACCESS	SIGNIFICANT PLACE, SIGNIFICANT MOVEMENT
Alignment may be achievable through tools, rules of thumb and guides	Incremental improvement through negotiation/consensus	A multidisciplinary team will be required, possible changes to form/function	A multidisciplinary team will be required, likely changes to form/function
Neither has priority	Strategic movement functions prioritised without ignoring place	Delivering successful place prioritised without ignoring access (e.g. deliveries)	Neither has priority – trade-offs and compromise required
Access required but need not be fast or efficient	Explore behaviour change/enhanced public and active transport mode share	Access required but need not be fast or efficient	A range of options, tested and evaluated by a multidisciplinary team, will be required to determine best fit.
Place improvements may be individually modest but across a large area	Place improvements may be modest, and aimed at mitigating effects of movement, or dealing with clear underperformance	Place improvements likely to be significant and tailored	

Methods and processes to align movement and place

Delivering better places for NSW requires a high level of ambition and careful stewardship. The interaction between movement and place is dynamic, as places create demand for the movement of people and goods, just as movement serves and shapes places. Many disciplines thus shape the optimum balance, including land use planners and transport planners in shaping and serving supply, and communities in generating demand.

The process of balancing movement and place largely requires compromise – either because of the limited space available in existing built-up areas, or in new projects due to the tension between vibrancy (often requiring compactness) or value for money vs accommodating all possible functions.

To ensure the best outcome for both movement and place, the process must be as inclusive and exploratory as possible including looking at various options, with all key stakeholders and experts from different disciplines.

For this reason, project managers must identify all key disciplines relevant to a project from the outset, and to assemble a project team and engagement process that will gather relevant views. Teams may include a number of 'movement' practitioners with specific expertise on modes, journey types or scales of movement, as well as practitioners focused on place, including local authorities, land use planners, social planners and urban designers. Teams should seek balance between the number of practitioners on movement and place, giving each equal weight. Multidisciplinary teams are recommended, so that both movement and place assessments can be undertaken separately at first and then brought together, but all projects should aim for interdisciplinary thinking – each member of the team working with others to achieve a best fit.

Identifying outcomes early in a process can have greatest impact with the least associated change cost. All projects should identify place outcomes for delivery at the earliest phase of the project.

Main Street, Rouse Hill



Project stages

Movement and Place can be delivered at all stages in delivery of a project or programme, as well as in the ordinary operation and maintenance of both movement infrastructure and places. Its practical application will change at different stages from project definition where it will assist with research and arriving at an appropriate definition through to operations and maintenance where it can be used to build end of life and project renewal options.

See table below for example.

Identifying outcomes early in a process can have the greatest impact with the least associated change cost. All projects should aim to identify place outcomes for delivery at the earliest phase of the project.

Delivering Place benefits in Movement projects and programmes

DESIGN PROCESS	PROJECT STAGE	PREFERRED APPROACH
Discover	Operation	Use Planned and Unplanned Incidents, Special Events and Trials to identify improvements
	Definition	Invest in Places, supported by Movement
	Initiation	Include Delivery of Place Benefits in Terms of Reference Agree project principles for both Movement and Place
Create	Planning	Develop multiple scenarios for delivering movement functions and improving place and identify a preferred scenario
Deliver	Execution	Use construction management to test solutions Ensure construction management addresses Place
	Monitoring and Control	Change control to refer back to Place benefits
	Close	Undertake post-implementation surveys of changes to both Movement and Place
	Maintenance	Create multiple scenarios around the end-of-life of assets or asset renewal programmes

Engagement

Iterative processes, with multiple stages of data gathering, discussion, workshops, refinement and re-evaluation are more likely to be able to achieve this best fit.

In addition, participants in a Movement and Place process should aim for:

Clarity	What are the core requirements and why? Can these be articulated in the form of principles? Which elements are necessary vs desirable to meet that principle? How might these requirements be prioritised?
Collegiality	Engage with other points of view and seek to understand what success looks like for others. Look for areas of common ground. Offer suggestions and propose solutions. Be prepared to be challenged.
Constructive challenge	Challenge assumptions that are not universal, offer new tools and viewpoints if they are missing. Constructive challenge does not mean being positional or obstructive, but ensuring that solutions are robust and will stand up to external scrutiny.
Common understanding	Work together to achieve better outcomes – explore opportunities for codesign, embedding, combined site visits etc. In order to achieve better outcomes a consensus view of the challenge, and best negotiated solution, is desirable. The process of reaching a best fit may involve identifying areas of conflict, and seeking trade-offs to resolve those conflicts. Good consensus-based decisions capture difference – through minuting, declared reservations or, if necessary, objection / dissent.

Documenting Choices

Documenting the choices made in order to achieve balance / consensus is crucial. This is because projects, assumptions, priorities and ways of working all change over time. Where any project goes through significant change control, understanding these trade-offs will assist in the realignment of the project without needing to start the process afresh. This will assist in avoiding project drift – change over time eroding key benefits.

Community understanding and acceptance of the process used to balance movement and place as well as the outcomes of that process is also key to a successful outcome, and transparency is therefore highly desirable.

Managing Transition

Many of our places are in flux. Improved connectivity through new transport networks and technology, degradation due to speed, noise, air quality, change of land use, development intensity and changes in the economy and settlement patterns all affect how places may evolve in the future. Identifying the desired future character of a place requires not only identification of the best-possible realistic future, but also the short, medium and long term changes that need to occur to enable that future state to come about.

Supporting the process

As the Movement and Place Framework is new to NSW, a panel of experts to guide its proper use would help practitioners obtain advice on whether the proposed methodology in any given project is appropriate, having regard for the scale, type of infrastructure, its geographic location and the resources available to the project team. In this way, practitioners could 'check in' early in the process, to ensure a consistent body of work on Movement and Place emerges.

The balancing of movement and place is not only complex, but contested – there are competing demands made on the space in our cities and towns, and equally we must use the undeveloped land we have efficiently to ensure the vibrancy of future communities.

While the Movement and Place Guide will identify benchmarks for movement and place (such as place performance indicators), there is a role for an independent arbiter to assist in resolving any disputes that arise. Equally, endorsement of a program or project adopting a Movement and Place approach would help realise that program or project – for example by supporting funding bids.

Next steps

Building the Framework

GANSW working together with the transport cluster, INSW, the Department of Planning & Environment and other key NSW government stakeholders will:

Produce a practitioner's guide to Movement and Place that will go into the principles set out in this document and the Road Planning Framework in more detail. A draft guide will be circulated for comment in 2019.

Produce a series of tools aimed at:

- Knowledge Gaps: Provide a common understanding, filling in any current knowledge gaps, such as how to evaluate levels of service for cycling and walking
- Methods: articulate better processes, including governance
- Design: techniques that can be used to balance movement and place.

Produce case studies of where movement and place has been well aligned, and could be improved.

Aim to establish a panel or board to champion and guide the implementation of Movement and Place in NSW, by reference to the six outcomes for NSW set out in Future Strategy 2056 (including successful places) and the seven design objectives for NSW set out in Better Placed.

Suggested functions of the panel or board include:

- reviewing referred projects, or projects it identifies for review
- providing guidance on implementation of the Movement and Place Framework
- endorsing methods for assessing movement and place for implementation on a project or programme
- endorsing the outcomes of a specific movement and place assessment for incorporation in a brief, plan, business case or funding request
- identifying emerging issues and opportunities requiring guidance or tools; and
- guiding outcomes in the case of dispute.

Aim to establish an expert reference group for guidance and feedback, with representatives from industry.



Design objectives for NSW

Seven objectives define the key considerations in the design of the built environment.



Better fit
contextual, local
and of its place



Better performance
sustainable, adaptable
and durable



Better for community
inclusive, connected
and diverse



Better for people
safe, comfortable
and liveable



Better working
functional, efficient
and fit for purpose



Better value
creating and
adding value



Better look and feel
engaging, inviting
and attractive

GOVERNMENT
ARCHITECT
NEW SOUTH WALES



Report No. 4.7 Tourism Signage Policy

Directorate: Infrastructure Services

Report Author: Andrew Pearce, Traffic Engineer

File No: I2021/559

5 **Summary:**

This report is in response to Resolution 21-029, Item 2:

1. *That Council notes the progress undertaken to update Council's Tourist, Street Name, Community Facility and Service Signs (Policy 07/102) in accordance with resolution 18-465 and developing a wildlife signage strategy.*
- 10 2. *That the Transport and Infrastructure Advisory Committee is provided with scoping documentation outlining the signage policy review as soon as possible prior to a workshop to be held in March 2021.*

Refer to Attachment 1 for the Draft revision of the Tourism, Street Name, community Facility and Service Signs Policy (07/102).

- 15 The Community Facility and Service Signs Policy is being revised by SEE

RECOMMENDATION:

- 20 1. **That Council support the adoption of the attached revision of the Tourist, Street Name, Community Facility and Service Signs Policy, 07/102 - (Attachment 1, E2021/51763), incorporating amendments identified by TIAC.**
2. **That the Policy register be updated with the new policy.**

25 **Attachments:**

- 1 DRAFT - Policy Review - 07_102 - Tourist Street Name Community Facility and Service Signs, E2021/51763 , page 123 [↓](#)

30

Report

The aim of this report is to present a brief summary of the relationship between the 3 different signage policies under review by different departments within Council and establish a framework for TIAC discussion.

5 Council currently has 3 signage policies.

1. Tourism, Street Name, Community Facility and Service Signs Policy (07/102). Refer to Attachment 1 for the Draft revision of this policy. This is under review by Infrastructure Services

2. Community Facility and Service Signs (Policy 07/102). Under review by SEE.

10 3. Signs as Remote Supervision Policy. This policy was revised and adopted on 18th February 2021 by Open Spaces.

In addition staff have been developing a wildlife signage trial program which is currently being rolled out across the shire as part of several IS projects.

Trial wildlife signage

15 Trial wildlife signage is regarded as a reasonably standard road design type signage, similar to other guidance or warning signage (i.e. curve ahead, kangaroo signage, etc).

These signs can be installed by Council as the roads authority. Installation of these signs is typically controlled by TfNSW guidelines (similar to curve warning signs and existing TfNSW wildlife signage).

20 Given Council has the delegated authority to install these signs as desired they are not incorporated within any of the Council policies under revision.

Tourism, Street Name, Community Facility And Service Signage Policy

25 Tourism, Street Name, Community Facility and Service Signage covers signage in the road reserve and related specifically to wayfinding and directions. Frequently these signs are installed at the request of community members and require state and / or council approval.

This policy outlines the approval process for each wayfinding type sign and explains what design style signs are permitted.

30 DA submissions are not required for these signs but signs are typically installed at the applicants expense.

Community Facility and Service Signs Policy

The Community Facility and Service Signs Policy is being revised by SEE and typically relates to signage on private property that requires a DA submission.

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.7

It also includes community board type structures located within the road reserve but does not relate to road design or wayfinding.

Signs as Remote Supervision Policy

- 5 Signs as Remote Supervision Policy covers Park and Beach related signage and is designed to warn and inform patrons attending these location of the risks and laws associated with the area. These signs are installed by Council under Council direction.

Key issues

N/A

Options

- 10 N/A

Next steps

Update Policy Register once adopted by Council.

Strategic Considerations

Community Strategic Plan and Operational Plan

CSP Objective	L2	CSP Strategy	L3	DP Action	L4	OP Activity
Community Objective 5: We have community led decision making which is open and inclusive	5.2	Create a culture of trust with the community by being open, genuine and transparent	5.2.3	Provide access to publicly available corporate registers	5.2.3.2	Review, update and publish Council policies online and report on the status of Council's policy register

15 Recent Resolutions

- n/a

Legal/Statutory/Policy Considerations

N/A

Financial Considerations

- 20 N/A

Consultation and Engagement

N/A

Contents

1.	OBJECTIVES	2
2.	POLICY STATEMENT	2
3.	WAYFINDING	3
4.	WHO IS RESPONSIBLE FOR SIGNAGE WITHIN ROAD RESERVES?	4
5.	TOURIST SIGNPOSTING	5
6.	STREET SIGNAGE & ROAD NAMING	6
7.	COMMUNITY FACILITIES	8
8.	COMMERCIAL, EVENT AND SERVICES SIGNAGE	8
9.	PEDESTRIAN SIGNAGE	9
10.	CYCLEWAY SIGNAGE	10
11.	DESIGN DETAILS	10

1. OBJECTIVES

- To provide signage in compliance with legislative requirements.
- To aid the safe and orderly movement of traffic, pedestrians and cyclists.
- To see signage as part of a wider Wayfinding network
- To provide a signage network that is aesthetically acceptable, clear and consistent.
- To align signage and wayfinding with Council's Town Centre Master Plans and Access and Movement Strategies
- To provide a signage network that is sensitive to the culture and character of the area and Australia.

2. POLICY STATEMENT

2.1. The Policy establishes the framework for:

- Applying Wayfinding principle to signage;
- Identifying who is responsible for signage within road reserves;
- Identifying what type of sign applicants should apply for;
- How signage applications are to be assessed;
- Road Naming process
- Identifying signage design requirements (i.e. sign face design and locating signage);
- Determining what fee's must be paid;

2.2. This Policy focuses specifically on:

- Tourist signage;
- New street signage and road naming;
- Renaming of existing roads;
- Guide signs for community facilities and services;
- Place names;

2.3. This Policy does not include:

- The provision of Regulatory, Warning, Wildlife and Guide signs intended for road design, road safety and traffic regulation.
- Signage relating to beaches, parks, swimming pools and reserves. Refer to Signs and Remote Supervision Policy 4.25.
- Signage requiring a development application. Such as sandwich boards, billboards, business signage and hoarding signs. Such signage is typically located adjacent to Roads but outside the road reserve. Refer to Council's DCP Chapter B10 – Signage for these situations.

2.4. Signage, relevant to this policy, is to be provided in accordance with the relevant Australian Standards, Austroads, RMS, Geographical Names Board of NSW and legislative requirements, including, but not limited to:

- a) Australian Standards:
 - AS 1742 series – Manual of Uniform Traffic Control Devices ;
 - AS 1743 - Road Signs – Specifications.
- b) Austroads
 - Guide to Traffic Management Part 10: Traffic Control and Communication Devices;
 - Guide to Road Design Part 6A: Paths for Walking and Cycling;
 - Bicycle Wayfinding.

- c) Roads and Maritime Services
 - Supplement to AS 1742, Manual of Uniform Traffic Control Devices parts 1-15;
 - Supplement to AS 1743, Road Sign – Specifications;
 - Supplement to Austroads Guide to Traffic Management, Part 10: Traffic Control and Communication Devices;
 - Tourist Signposting.
- d) Geographical Names Board of NSW
 - Fact Sheets;
 - NSW Place Name Policies;
 - NSW Addressing User Manual.
- e) Legislation
 - Roads Act 1993, Section 162 – Naming of Public Roads;
 - Roads Regulation 2018 Section 7 - Procedure for naming roads;
 - Geographical Names Act 1966.

2.5. To minimise the potential for signage / visual clutter and wayfinding confusion, the following is recommended:

- a) Undertake road signage audits at least once every 5 years to identify unnecessary signage that can be removed, amended or consolidated.
- b) Consolidate signage where multiple requests are received for common areas.
- c) The following questions should always be asked:
 - Are certain signs really needed?
 - Do they serve any practical function?
 - Can they be read and acted upon by a driver?
 - Can an excessive number of signs be replaced by a smaller number of larger signs that are more rationally designed and located?
 - Is a particular type of sign being used so often for purposes of lesser importance that its value in solving more serious problems is degraded?

3. WAYFINDING

3.1. What is Wayfinding

Wayfinding is an interconnected network wide approach to navigation, designed to help people find their way to unfamiliar destinations. It is intended to be a consistent, intuitive and clear approach to directing cars, pedestrians and cyclists and focuses on the questions: Where am I?; Where is my destination?; How can I get there?

Within Wayfinding various navigational elements can be adopted, such as:

- Architectural (artwork, landscaping, iconic buildings, lighting, districts)
- Digital (google maps, websites, mobile apps, and QR codes);
- Signage (street signs, monoliths and totem poles);
- Graphics (line markings, paintwork, symbols on footpaths and walls, printed maps)
- Personnel (visitor centres, Council Officers, Parking Officers, and Library);
- Audible (music, noise, visitor centres, personnel)
- Mobility accessible (Braille, handrails, talking digital map systems, pedestrian crossing beeps)

This policy is concerned specifically with digital and signage wayfinding only, as defined under Section 2.1 and excludes signage under Section 2.3.

3.2. Wayfinding principles

To ensure a consistent, intuitive and clear approach to signage the following wayfinding principles are to be encouraged:

- Consider your audience: pedestrian, cyclists, locals, visitors.
- Consider preferred pathways and access networks
- Minimise the number of signs wherever possible;
- Eliminate redundant signage;
- Consolidate multiple signs on to one wherever possible;
- Utilise existing signage wherever practicably possible;
- Utilise existing roadside furniture where appropriate, such as: pay parking machines, bins, light poles, bus stops;
- Minimise the number of words on all signs for ease of legibility;
- Use appropriate symbols rather than words when appropriate;
- Use generic names for facilities on directional signage;
- Do not permit advertising signage in the road reserve
- Classify as advertising any directional signage to commercial or community facilities where that signage is not on, or adjacent to, the subject site;
- Employ a consistent template to distinguish wayfinding signage from Regulatory, Warning and Guide signs;

3.3. Wayfinding for Pedestrians & Cyclists

To ensure a consistent appropriate approach to pedestrian wayfinding signage refer to:

- Austroads Guide to Traffic Management Part 10: Traffic Control and Communication Devices, Section 3

4. WHO IS RESPONSIBLE FOR SIGNAGE WITHIN ROAD RESERVES?

4.1. RMS are responsible for signage on state roads. State roads within BSC include:

- RM10: Pacific Motorway,
- MR65: Lismore Road,
- Hinterland Way.

4.2. Concurrent approval from Byron Shire Council and RMS is required for signage along Classified roads.

Refer to [RMS – Road Classification](#) website for a list of Regional and Classified roads and associated maps. Refer also to Appendix 1 to see a map of Regional and Classified roads in Byron Shire.

Regional and Classified Roads with BSC include:

- MR545: Ewingsdale Rd, Shirley St, Jonson St, Bangalow Rd and Broken Head Rd,
- MR689: Gulgan Rd, Tweed St, Brunswick Valley Way
- MR463: Mullumbimby Rd, Argyle St, Burringbar St (to Dalley St),
- MR679: Tweed Valley Way,
- MR65: Granuaille Rd.

4.3. Council has been delegated responsibility from RMS for signage along all the remainder of the public road network.

4.4. Council is not responsible for:

- Signage within Crown Roads: The Department of Industry is responsible for all works, including signage, within Crown Roads.
- Signage within National Parks: The National Parks and Wildlife Service is responsible for all works, including signage, within National Parks.
- Signage associated with individual properties

5. TOURIST SIGNPOSTING

5.1. General

The purpose of tourist signposting is to:

- Inform visitors of key attractions in Byron Shire;
- Direct visitors to key attractions;

Types of tourist attractions may include, but are not limited to:

- Townships
- Natural attractions (beaches, waterfalls, rivers)
- Heritage sites (indigenous sites, historic sites, museums)
- Commercial attractions (distilleries, farms, marinas, markets, skydiving)

Tourist signposting does not include:

- The type of community facilities and services listed under Section 7.1;
- National Park attractions.

5.2. Assessment process:

The process for determining the eligibility of a tourist sign is outlined within the RMS document *Tourist Signposting*. Within this process the following key steps must be undertaken prior to authorising a tourist sign:

i. Regional, Classified and State road reserves

For signage within a Regional or Classified road reserve an application form must be submitted in accordance with RMS Tourist Signposting, Chapter 4.

ii. Classified and Council road reserves

For signage within Classified or Council road reserves the following application is to be submitted to Council.

Where signage is proposed to be located within a Classified road reserve documentary evidence must be submitted with the application indicating the facility has been accepted by

For signs listed under Section 5 approval must also be obtained from the Tourist Attraction Signposting Assessment Committee (TSAC) and detailing the level of signage permitted.

Council must verify that the facility to be sign posted is an approved use.

Council should assess the signage request against the Wayfinding Principles outlined in Section 3.2

5.3. Signage

Tourist signs in NSW are typically brown signs with white writing:



Refer to Section 10 for details on how to design sign faces.

5.4. Fees

For signage on state, classified and regional roads refer to RMS Tourist Signage.

For signage on Council roads:

- Signage application fees are to be in accordance with Council's adopted schedule of fees and charges - Road naming in a new subdivision;
- Signage installation fees are to be paid by the applicant. Price on application;
- Maintenance due to vandalism, fading or similar is to be at the expense of the community facility or service;
- Council will provide a quote for the erection of signage and prepayment must be made prior to their installation.

6. STREET SIGNAGE & ROAD NAMING

6.1. New roads

New street signage, with associated road naming, may be required as part of a new subdivision or to formalise an existing unnamed road. A consistent approach to road naming benefits emergency services, transport and goods and service delivery.

The road naming process is to be in accordance with:

- Geographical Names Board (GNB) Addressing User Manual. GNB must be notified of all road naming proposals;
- Roads Regulation 2018, Section 7;
- Roads Act 1993, Section 162 – Naming of Public Roads

Where more than one road is being named, a common theme should be chosen. Suggested themes include (but are not limited to):

- Poets
- Pioneers
- Maritime
- Aboriginal names
- Australian native flora and fauna

- Sports
- Geographical

Where there is an established theme in the area, new road names within the area should reflect this theme.

6.2. Renaming of Existing Roads

Where an existing street has an existing name an application may be submitted to rename the road in accordance with:

- Geographical Names Board (GNB) [Addressing User Manual](#). GNB must be notified of all road naming proposals;
- [Roads Regulation 2018, Section 7](#);
- Roads Act 1993, Section 162 – Naming of Public Roads

Where the application is made by a member of the public;

- Council must receive an overwhelming majority, written concurrence on the proposed name from owners and residents of the subject road, prior to advertising the proposed change;
- The onus for obtaining this concurrence of owners/residents rests with the applicant;
- A road name may not be altered if it bears historical, local, regional, indigenous or family significance;

6.3. Signage

Street name signs shall be consistent throughout the Council area and to be in accordance with Councils Street Name Register (DM354461).



6.4. Location

They shall be designed and located in accordance with Council Standard Drawing No R12A.

6.5. Fees

Fees associated with signage applications are to be in accordance with Council's adopted schedule of fees and charges and are to be paid prior to the applications determination.

Fees associated with signage applications are to be paid as follow, in accordance with *Road naming in a new subdivision*:

- New Street Signage for new roads to be paid by the applicant;
- New Street Signage for an existing unsigned road to be covered by Council;
- Renaming of Existing Streets to be paid by the applicant;

Street signage installation fees are to be paid as follows, prior to signage installation:

- New Street Signage for new roads to be paid by the applicant;
- New Street Signage for an existing unsigned road to be covered by Council;
- Renaming of Existing Streets to be paid by the applicant;

7. COMMUNITY FACILITIES

7.1. General

Community facilities are generally of a non-commercial nature and likely to be sought by a significant number of residents and visitors unfamiliar to the area.

A community facility is not a substitute for a tourist attraction, which is assessed under a different scheme (refer above to Section 5).

Types of community facilities may include, but are not limited to:

- Churches and religious institutions;
- Civic Centre, Town Halls, Public Offices;
- Emergency Services such as Police, Fire Brigade, & Ambulance Stations;
- Hospitals;
- Shopping centres (not individual commercial establishments);
- Sporting and recreational facilities;
- Public amenities.

7.2. Signage

Community facilities signs are typically blue signs with white lettering.



Refer to Section 10 for details on how to design sign faces.

7.3. Fees

For signage on state, classified and regional roads refer to RMS Tourist Signage.

For signage on Council roads:

- Signage application fees are to be in accordance with Council's adopted schedule of fees and charges - Road naming in a new subdivision;
- Signage installation fees are to be paid by the applicant;
- Maintenance due to vandalism, fading or similar is to be at the expense of the community facility;
- Council will provide a quote for the erection of signage and prepayment must be made prior to their installation.

8. COMMERCIAL, EVENT AND SERVICES SIGNAGE

8.1. General

Types of commercial facilities may include, but are not limited to:

- Individual commercial establishments - Pharmacy, Medical Centre, Physio;
- Motel, Caravan Park, B&B
- Post Offices, service station;
- Tertiary institutions;
- Breweries, Distilleries

- Events – Splendour in the Grass, Bluesfest, Markets, Sporting Events

This policy does not address temporary signage associated with temporary events and Traffic Control Plans.

8.2. Signage

Commercial, Event and Service signs are typically blue signs with white lettering.



Refer to Section 10 for details on how to design sign faces.

8.3. Fees

For signage on Council roads:

- Signage application fees are to be in accordance with Council's adopted schedule of fees and charges - Road naming in a new subdivision;
- Signage installation fees are to be paid by the applicant;
- Maintenance due to vandalism, fading or similar is to be at the expense of the commercial facility, event or service;
- Council will provide a quote for the erection of signage and prepayment must be made prior to their installation.

For signage on Classified roads RMS concurrence is required and may attract additional fee's. Council has no delegated authority to approve signage on State Roads.

9. SAFETY MIRRORS

Safety Mirrors are no longer installed or supported by Council. While they have been used historically industry standard now recognise the risk factors they introduce to the road environment no longer make them recommended.

Due to the convex nature of mirror they are known to distort images making it difficult to judge distances, their efficacy is quickly negated due to dust, algae and vegetation growth over the mirror, they typically require a high level of maintenance to maintain their efficacy which Council is not able to achieve. Reliance on mirror when pulling out creates a false sense of security.

Rather than installing mirrors alternate measures are recommended that create safer long term solutions. Such measures include applicant relocating or widening driveways, maintaining vegetation and installation of advanced warning signs.

However, public / organisations can install safety / convex mirrors on private property for private / personal. Such works to be at the public / organisations expense. Council accepts no responsibility for the maintenance and upkeep of these mirrors and no liability in the case of an accident.

Prior to the installation of a mirror it is recommended the public / organisation undertake a risk assessment addressing the appropriateness of a mirror as a solution and the proposed mirror location.

10. SIGNAGE DESIGN DETAILS**10.1. Design of sign faces:**

The design of sign faces are to be in accordance with:

Street Names:

- Street name signs shall be designed and located in accordance with Council Standard Drawing No R12A

Tourist, Community facility and Services signage:

- RMS – Tourist Signage;
- Austroads Guide to Traffic Management Part 10 – Traffic Control and Communication Devices;
- RMS Supplement to Austroads Guide to Traffic Management Part 10: Traffic Control and Communication Devices;
- While limited words are permitted symbols are preferred with a maximum of 4 symbols per sign;
- Signage is to include the Council logo where the public facility is owned and/or operated by Council;
- The commercial name of a business eligible will not be included on the sign. For example a Bed and Breakfast owned by ABC will state on the sign the words “Bed & Breakfast”, NOT “ABC Bed & Breakfast”.

10.2. Location and placement of Tourist, Community facilities and service signs:

Approved signage is to be located in accordance with:

- RMS Tourist Signage;
- Austroads Guide to Traffic Management Part 10 – Traffic Control and Communication Devices;
- RMS Supplement to Austroads Guide to Traffic Management Part 10: Traffic Control and Communication Devices;
- Signage will be installed at a maximum of two locations.
- A maximum of 4 signs are to be installed at any intersection.

These signs and associated symbols are to be designed in accordance with the following standards:

- RMS - Tourist Signposting;
- AS1742.5 - Street names and community facility name signs;
- AS1742.6 - Service & Tourist signs for motorists;
- Austroads Guide to Traffic Management Part 10 – Traffic Control and Communication Devices.