

Notice of Meeting

Moving Byron Advisory Committee Meeting

A Moving Byron Advisory Committee Meeting of Byron Shire Council will be held as follows:

Venue	Conference Room, Station Street, Mullumbimby
Date	Thursday, 18 August 2022
Time	4.30pm

Phillip Holloway
Infrastructure Services

I2022/1022
Distributed 11/08/22

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.

OATH AND AFFIRMATION FOR COUNCILLORS

Councillors are reminded of the oath of office or affirmation of office made at or before their first meeting of the council in accordance with Clause 233A of the Local Government Act 1993. This includes undertaking the duties of the office of councillor in the best interests of the people of Byron Shire and the Byron Shire Council and faithfully and impartially carrying out the functions, powers, authorities and discretions vested under the Act or any other Act to the best of one's ability and judgment.

BYRON SHIRE COUNCIL

BUSINESS OF MEETING

1. APOLOGIES

2. DECLARATIONS OF INTEREST – PECUNIARY AND NON-PECUNIARY

3. ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

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BYRON SHIRE COUNCIL

ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

3.1

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: I2022/1000

10 **RECOMMENDATION:**

That the minutes of the Moving Byron Advisory Committee Meeting held on 19 May 2022 be confirmed.

15 **Attachments:**

1 Minutes 19/05/2022 Moving Byron Advisory Committee, I2022/534 , page 8 [↓](#) 

BYRON SHIRE COUNCIL

ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

3.1

Report

The attachment to this report provides the minutes of the Moving Byron Advisory Committee Meeting of 19 May 2022 .

5

Report to Council

The minutes were reported to Council on

Comments

10

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

22-283 **Resolved** that Council adopts the following Committee Recommendation(s):

Report No. 3.1 Committee Constitution

Committee Recommendation 3.1.1

That Council support the Moving Byron Advisory Committee in ratifying the draft Committee Constitution.

22-284 **Resolved** that Council adopts the following Committee Recommendation(s):

Report No. 3.2 Delivery Program - Workshop Session

Committee Recommendation 3.2.1

That Council support the Moving Byron Advisory Committee in providing input into the development of the draft Delivery Program

2022-26.

22-285 Resolved:

Report No. 3.3 Moving Byron Integrated Transport Strategy 2022 to 2042 - Results of Community Consultation

Committee Recommendation 3.3.1

That the Committee recommends that Council note:

1. The report and the comments received from the exhibition period.
2. The Moving Byron Committee will receive a further detailed report that provides:
 - a) commentary on each of the comments received during the exhibition period
 - b) commentary on comments received from TfNSW
 - c) an updated Moving Byron document for consideration
 - d) details on the resourcing requirements in relation to the Moving Byron Action Plan
3. An invitation will be extended to Transport for NSW to attend the next Moving Byron Advisory Committee meeting or to nominate a time prior when they are able to attend.

Minutes

Moving Byron Advisory Committee Meeting

Venue	Conference Room, Station Street, Mullumbimby
Date	Thursday, 19 May 2022
Time	4.30pm

Phillip Holloway
Director Infrastructure Services

I2022/534



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

MOVING BYRON ADVISORY COMMITTEE MEETING MINUTES

19 MAY 2022

Minutes of the Moving Byron Advisory Committee Meeting held on Thursday, 19 May 2022

File No: I2022/534

PRESENT: Cr M Swivel, Cr D Dey, Cr P Westheimer

Staff: Phil Holloway (Director Infrastructure Services)

Evan Elford (Manager Works)

James Flockton (Coordinator Infrastructure Planning)

Shelley Flower (Minute Taker)

Community Representatives: Annie Villeseche, Basil Cameron, Ian Pickles,
Margaret Robertson, Geoffrey Meers.

Cr Swivel (Chair) opened the meeting at 4.32pm and acknowledged that the meeting was being held on Bundjalung Country.

APOLOGIES:

Cr Coorey, Jack Dods

No. 1 Election of Chair

Committee Recommendation:

That Council note that Cr Swivel has been appointed as chairperson for the Moving Byron Advisory Committee until the May 2023 Committee meeting.

(Westheimer/Dey)

The recommendation was put to the vote and declared carried.

DECLARATIONS OF INTEREST – PECUNIARY AND NON-PECUNIARY

There were no declarations of interest.

BYRON SHIRE COUNCIL

ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

3.1 - ATTACHMENT 1

BYRON SHIRE COUNCIL

MOVING BYRON ADVISORY COMMITTEE MEETING MINUTES

19 MAY 2022

STAFF REPORTS - INFRASTRUCTURE SERVICES

Report No. 3.1 Committee Constitution
File No: I2022/468

Committee Recommendation:

That Council support the Moving Byron Advisory Committee in ratifying the draft Committee Constitution.

(Dey/Cameron)

The recommendation was put to the vote and declared carried.

STAFF REPORTS - CORPORATE AND COMMUNITY SERVICES

Report No. 3.2 Delivery Program - Workshop Session
File No: I2022/518

Committee Recommendation:

That Council support the Moving Byron Advisory Committee in providing input into the development of the draft Delivery Program 2022-26 (Attachment 1 E2022/19411).

(Robertson/Westheimer)

The recommendation was put to the vote and declared carried.

STAFF REPORTS - INFRASTRUCTURE SERVICES

**Report No. 3.3 Moving Byron Integrated Transport Strategy 2022 to 2042 -
Results of Community Consultation**
File No: I2022/148

Committee Recommendation:

That the Committee recommends that Council note:

- 1. The report and the comments received from the exhibition period.**

BYRON SHIRE COUNCIL

ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

3.1 - ATTACHMENT 1

BYRON SHIRE COUNCIL

MOVING BYRON ADVISORY COMMITTEE MEETING MINUTES

19 MAY 2022

2. **The Moving Byron Committee will receive a further detailed report that provides:**
 - a. **commentary on each of the comments received during the exhibition period**
 - b. **commentary on comments received from TfNSW**
 - c. **an updated Moving Byron document for consideration**
 - d. **details on the resourcing requirements in relation to the Moving Byron Action Plan**
3. **An invitation will be extended to Transport for NSW to attend the next Moving Byron Advisory Committee meeting or to nominate a time prior when they are able to attend.(Westheimer/Villeseche)**

The recommendation was put to the vote and declared carried.

There being no further business the meeting concluded at 6.10pm.

STAFF REPORTS - INFRASTRUCTURE SERVICES

Report No. 4.1 Moving Byron Submissions Report

Directorate: Infrastructure Services

5 **Report Author:** Judd Cornwall, Traffic & Transport Engineer

File No: I2022/762

Summary:







10 The purpose of this report is to outline key issues, concerns and requests from the community and the State Government regarding the draft Moving Byron - Integrated Transport Study 2022-42.

RECOMMENDATION:

15 **That the Moving Byron Committee recommends Council support:**

1. **Staff commencing detailed conversations with Transport for NSW on how both levels of government can partner together to achieve a fully comprehensive and endorsed Action Plan from the Moving Byron document (attachment 3 / E2021/149220)**
- 20 2. **The Moving Byron Committee receive further reporting regarding a proposed way forward that is supported by Transport for NSW and allows for the Moving Byron documents to be adopted.**

Attachments:

- 25 1 Moving Byron_TfNSW comments (Letter), E2022/65163 , page 20  
- 2 Community Feedback Summary (report attachment), E2022/74112 , page 22  
- 3 Draft Moving Byron 2022 to 2042 - Integrated Transport Strategy - Parts 1 to 3, E2021/149220 , page 60  

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Report

On the 23 June 2022, the Moving Byron Committee recommended that Council note (resolution number: 22-285)

1. *The report and the comments received from the exhibition period.*
- 5 2. *The Moving Byron Committee will receive a further detailed report that provides:*
 - a) *commentary on each of the comments received during the exhibition period*
 - b) *commentary on comments received from TfNSW*
 - 10 c) *an updated Moving Byron document for consideration*
 - d) *details on the resourcing requirements in relation to the Moving Byron Action Plan*
- 15 3. *An invitation will be extended to Transport for NSW to attend the next Moving Byron Advisory Committee meeting or to nominate a time prior when they are able to attend. (Lyon/Ndiaye)*

Item 1 is noted and item 2 is discussed below:

a) Community comments from the exhibition –

Commentary on each submission has been added to the comments table and this is provided at attachment 2.

20 The Moving Byron community feedback was primarily focused on the Rail-Trail and Public Transport. For the purpose of this report the key issues from the community have been broken into “support and against” and tabled in attachment 2, the comments have also been summarised/graphed in figures 1 and 2. As the community feedback was generally consistent, staff have kept the commentary in attachment 2 simple and short.

25 The community were very supportive of the re-establishment of heavy rail to the region. Some comments opposing the heavy rail referred to the Tweed Shire’s business case around heavy rail, and how it was not viable due to a single rail line corridor. Comments were also made about the lack of interregional adoption.

30 Light-rail/Hi-rail was also popular with the community, however there were comments/concerns regarding noise, based on the existing solar train.

Some form of bus service was generally accepted. There was also a reasonable amount of support for park and ride provision on the outskirts of the village/town centres where a Public Transport (PT) or active (e.g., E-bike share scheme) service could be provided for visitors to get around town.

The active link along the rail-corridor was broadly accepted, the only opposing comments were that it would not be a user pays scenario (for bikes). This was seen as a penalty for private car users who contribute financially to the transport network.

5 There was also well thought out commentary around smart materials (active matter) and early Artificial Intelligence adoption, the author recommended we take inspiration from:

- The Australian Centre for Field Robotics
- Collaboration with future technology industry (future technology seminar)
- Active matter design and infrastructure
- Partnerships with other industry research organisations

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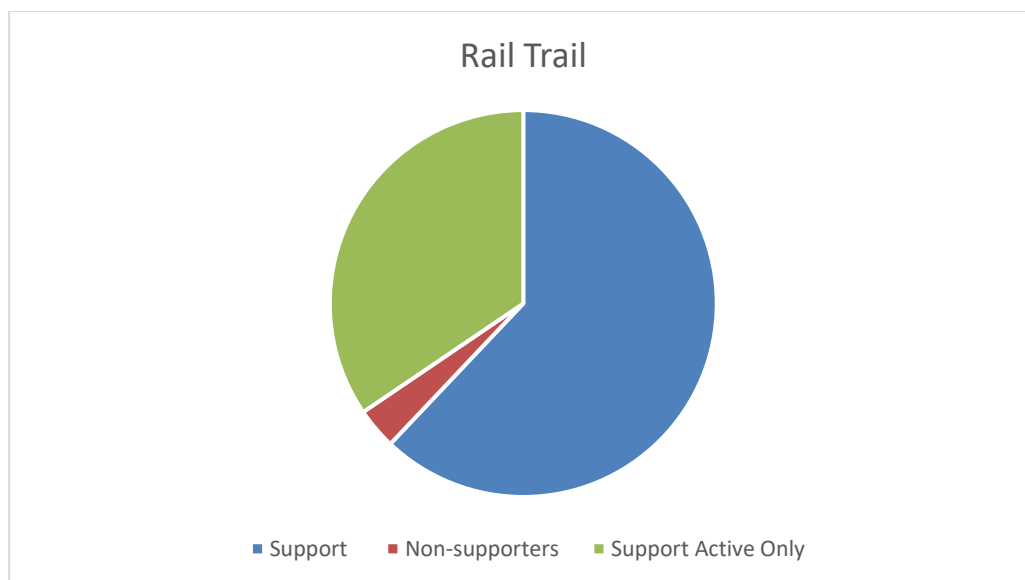


Figure 1: Community response regarding the proposed multi - modal rail trail

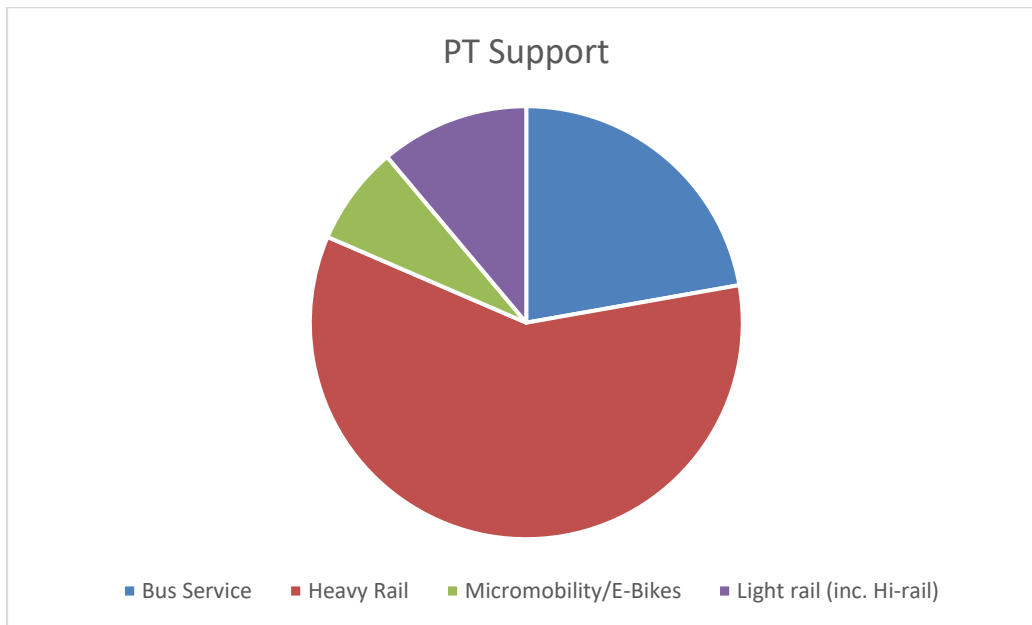


Figure 2: Community response regarding Public Transport requirements

b) TfNSW Comments

5 Transport for NSW supports the initiatives contained within the plan. However, they have expressed some concerns regarding:

- Lack of data regarding and to support mode shift estimates
- Action plan timelines
- Road Network Planning, addressing extreme weather and Movement and Place

10 Transport for NSW have advised that the Draft Moving Byron - Integrated Transport Strategy Document forms the basis for the development of a fully comprehensive Integrated Transport Plan (ITP). They would also like to restart the conversation with Council on how both levels of government can partner together to achieve this outcome. TfNSW comments are provided at attachment 1.

c) Updates to the document

No updates have been completed to date. It is proposed to update attachment 3 to reflect the findings of the consultation process to ensure the community opinion is well documented.

- 5 Staff are considering options for adoption of the document. At this time staff are considering the option of adopting Sections 1 and 3 of the document, i.e the Moving Byron Strategy and the back ground information. Given TfNSW have shown support and the document can act like a scoping document for an ITP. The Action Plan needs to be discussed further with TfNSW and then further developed into an Action Plan that can be
- 10 endorsed by TfNSW. These options can be discussed with the committee at the meeting.

d) Resourcing to progress the Moving Byron Action Plan

Resourcing will be discussed once a meeting with TfNSW, to discuss a way forward has taken place and an Action Plan agreed.

- 15 A meeting has been proposed by TfNSW, the date for this meeting to take place has not been decided.

Strategic Considerations

Community Strategic Plan and Operational Plan

CSP Objective	CSP Strategy	DP Action	Code	OP Activity
5: Connected Infrastructure We have connected infrastructure, transport, and facilities that are safe, accessible, and reliable	5.2: Connect the Shire through integrated transport services	5.2.1: Regional transport links - Lead, engage and partner to develop a sustainable regional transport network that supports local roads to deliver services to our community	5.2.1.1	Moving Byron

Recent Resolutions

Resolution number - 22-285

5 Legal/Statutory/Policy Considerations

Most of the services contained within the Moving Byron Transport Strategy will need to be implemented and funded by the State. TfNSW has existing strategic framework around movement and place, and transport. Accordingly, any new services requiring funding will need to be endorsed by the State. The Council has been informed that more work is required to align the Moving Byron with the States own strategy (refer to attachment 1)

Financial Considerations

State funding is required to facilitate many of the actions contained within the Moving Byron. The State have requested further data in relation to mode shift and corridor planning before they would consider supporting and funding programs towards new services for the Shire.

Consultation and Engagement

Moving Byron was on community exhibition for 8 weeks from the beginning of March to the end of April 2022. Prior to exhibition the document received numerous reviews from the members of the previous Transport Infrastructure Advisory Committee.

A meeting will take place with TfNSW targeted for the last week of August 2022 to discuss recommendations for how to proceed with the Shires integrated transport strategy.

Transport for NSW

Our Ref: SF2021/071984

Mr Mark Arnold
The General Manager
Byron Shire Council
PO Box 219
MULLUMBIMBY NSW 2482

Via email: council@byron.nsw.gov.au

Subject: Feedback on draft Moving Byron 2022 – 2042 document and future transport planning

Dear Mr Arnold

Transport for NSW acknowledges the work Byron Shire Council has completed to date in developing the Draft Moving Byron 2022 and appreciates the opportunity to provide feedback.

Council's goal to achieve a modal shift from private car use within the Shire to other forms of transport is supported by Transport for NSW, noting this is consistent with Future Transport 2056.

In general, the document would benefit from being more succinct with clearer consistency throughout. Further refinements and comments on the Draft Moving Byron 2022 document include:

- Whilst Transport for NSW is supportive of the initiatives proposed by Council, it is acknowledged further work is required in respect to a Movement and Place assessment and Integrated Transport Plan, including for the Ewingsdale Road corridor. Transport for NSW would like to work with Council to undertake actual mode shift estimates for the initiatives identified in the plan which will enable the development of costings for increased transport services. This work would assist in developing future business cases to seek potential funding sources.
- The Action Plan is more focussed on immediate needs up to two years, noting there are some inconsistencies in how these might be addressed. It is suggested Council could also plan for more strategic outcomes in line with the 20 year time horizon for the strategy.
- As a 20 year strategy, opportunities to include initiatives and outcomes around the resilience of the transport network in response to hazards (floods, fire, climate change) would be beneficial, particularly in light of occurrences over the last 6 months.
- The opening paragraphs are heavily focused on movement and the function of roads in moving people and goods. Transport for NSW suggests incorporating some discussion on the ability of movement corridors to enable places, noting the Byron community values their places, and well planned, integrated transport networks are an essential part of successful place making.
- The desire for improving active transport networks and public transport services around the Shire has many positives for the community. This vision is fully supported by Transport for NSW, and it also clearly aligns with the direction provided from Future Transport 2056.

- 2 -

This draft document, and the previous draft Byron Shire Integrated Transport Strategy 2020 document form the basis to develop a fully comprehensive Integrated Transport Plan (ITP). Transport for NSW would like the opportunity to restart the conversation with Council on how both levels of government can partner together to achieve this outcome.

In seeking to partner in developing an integrated transport plan for Byron and its diverse communities, the goal for improving transport choices and availability is strongly supported and aligned with Transport's values. Advantages of such a model include the ability to guide investment and decisions across One Network managed by both levels of government, as well as assisting in access to the many funding opportunities and pathways provided through various government initiatives.

If you have any questions about this matter, please feel free to contact me by email vicky.sisson@transport.nsw.gov.au or by phone on 0455 090 936.

Yours Sincerely,



Vicky Sisson
Director Planning North

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.1 - ATTACHMENT 2

#	Community input	Comment
1	Does the strategy include enough consideration for The impact of EV in 2042	<p>The community has access to electric vehicle charging stations already installed in a number of locations such as the Byron Bay Library and Mullumbimby Council administration. Council will investigate e-bike charging opportunities at Council owned charging stations.</p> <p>An expansion of charging stations will be supported with incentives for the installation of private and commercial</p>

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.1 - ATTACHMENT 2

		electric vehicle charging stations in the Shire including amendments to Development Control Plans (DCPs).
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BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.1 - ATTACHMENT 2

2	<p>Fabulous to see cycling and walking is becoming a priority for helping to get cars off the road. Focusing on the rail corridor as a public transport option is not practical. Most people won't use it if it means getting to a station that is more than a kilometre away. Also, the movement of people between Bangalow and Billinugel is not huge. Nor is there a great need for people to travel between Byron and Mullumbimby. Any rail service established there- is likely to be private and therefore expensive. It will also take years, by which time we will have new methods of transport eg: self driving cars and buses. To expect that you could also have a rail trail beside the tracks is completely illogical. A lot of that land is flood prone and bridges and tunnels would have to be negotiated. You would need a six foot fence between the line and the trail. Where would the train run from if going from Byron? Sunrise - after the solar train finishes? Would people have to catch the solar train and then change at Sunrise? The owner of the existing solar train has no plans to extend it further. It does not make money and isn't well patronised.</p> <p>Perhaps consider "on demand buses" such as B-ConX operating out of Lismore. You have an app to call the bus. Comment from user below: Goonellabah resident Tony Lewis can't speak highly enough of the State Government's new on-demand bus service pilot program in the Goonellabah/Chilcotts Grass area, describing it as "life changing".</p> <p>The trial bus service, operated by Buslines Group and launched on March 18, can be booked by anyone to take them from wherever they are in the service area to places of interest or transport hubs to connect with route bus services and back again.</p> <p>I am disappointed that the new road works on the Bangalow Road towards Coopers Shoot Rd did not consider cyclists. It would have been a perfect opportunity to include a proper cycle lane. Many cyclists use that route to access the hinterland from Byron and it is extremely dangerous! (Until we have the rail trail!)</p> <p>Please move ahead with a stand alone rail trail asap and work with the other 3 councils who are already on board. Tweed section will be completed at the end of this year.</p>	<p>Future planning within the moving Byron documentation includes, on-demand bus services and Multi-Use Rail Corridor Activation incorporating cycling, walking and rail shuttle in rail corridor, (inc. hi-rail).</p>
3	<p>Please stop holding up the rail trail. That trains will come back is a fantasy. No one is going to give you a billion dollars. The rail trail will be a wholesome economic transformation project for the region. Your delusion is holding this back and harming the future for many people.</p>	<p>Noted support for Multi-Use Rail Corridor Activation incorporating cycling, walking and rail shuttle in rail corridor, (inc. hi-rail)</p>
4	<p>I strongly oppose the plan for multi use of the rail corridor. For safety and economic reasons, the rail corridor should be a rail trail used for cycling and walking. No motorised vehicles should travel along the old rail corridor. Public transport should be provided by bus.</p>	<p>Support for active use only of the rail trail</p>

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.1 - ATTACHMENT 2

5	I just think you should fund the Northern Rivers Rail Trail urgently. A train would be great too but will take way too long. Just get it done! I live off Rifle Range Road in Bangalow and it is absolutely ridiculous that you can't walk or ride a bike into town safely at the moment because there are no paths. Once the rail trail is built we will be able to walk or ride to town and school. Just do it asap and stop faffing about with trains!!! It will cost a fortune and take forever.	Noted, strong support for the rail trail at any capacity
6	<p>The strategy appears good, except for the glaring inadequacy of our rail corridor to be able to accommodate anything other than a simple single track rail service OR a Rail Trail.</p> <p>Byron Shire MUST realise this fact, as it is otherwise going to perpetuate into even greater needless wasted time, pontificating over this fanciful multi-use dream.</p> <p>It is actually impossible to fit anything wider than what was designed in 1890, without physically widening the formation over floodplains, drainage infrastructure, bridges, tunnels or overpasses, cuttings and steep raised sections.</p> <p>To do this, would be at monumental cost and landscape devastation, whilst being unacceptably unsafe.</p> <p>Attempting to marry a railway service together with cyclists and pedestrians is only possible where the terrain allows. Our corridor terrain does NOT allow for this.</p>	Noted, economic concerns regarding multi-use
7	<p>The elephant in the room for cyclists is the lack of connectivity to regional cycling routes. There is nothing (well at least nothing in plain language that I can understand) which talks about how Byron Shire will provide the missing link between the two segments of the NRRT.</p> <p>Byron Shire has adopted a delaying and spoiling tactic to the integrated development of the rail trail and this will be to the detriment of Byron ratepayers, visitors and the environment as a whole.</p> <p>The strategy should say "We will ensure a connection of the shared use path from Crabbes Creek, through the key locations of Byron Shire to Booyong". We will seek urgent funding for this initiative to minimize the delay before the entire NRRT route is available to residents of the region and visitors alike".</p>	Comments regarding more direct language "will" provide (strong support for Rail Trail)
8	Reactivating the rail corridor and providing a commuter service between bangalow and Mullumbimby is the best option, create "park and ride" facilities at bangalow and tyagarah so it can act to get a significant amount of traffic off the roads and allow tourists to travel within the shire sharing the wealth tourism brings to the area while also providing a reliable commuter service to locals.	Commuter service
9	I am a bit puzzled by the mention of using the rail corridor for reestablishing the railway. Aren't both ends of the existing railway corridor in Tweed and Lismore council areas already destined to become part of the rail trail cycle network? It wasn't clear in the parts 1-3 document anyway how this affects plans to propose multi-use for the corridor, and why TfNSW would be interested in investing in train based public transport along the corridor.	Noted

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.1 - ATTACHMENT 2

10	<p>Overall it is thorough and makes sense. I note that it refers to an increase of cycling access.</p> <p>I speaking mostly about the town of Byron Bay. I feel this needs to go further. I see car free Sundays as a great idea, but cycling conditions need to be improved. At the moment it is still dangerous in may areas. The hinterland has some beautiful rides but the roads, with minimal to no shoulder, being narrow and add the normal need for repairs are too dangerous. Bangalow road is narrow and risky to cycle in the lanes, particularly with an increasing number of drivers multitasking (mobile phone use).</p> <p>This is an opportunity to be leaders (globally?) in the use of bikes, like some European cities. The town centre needs more bike and walking paths at the expense of parking and maybe some areas with no car access. Lawson & Jonson need to remain open, but some areas could be closed to cars.</p> <p>Parking must remain a cost to visitors.</p> <p>How is the increased flow from West Byron into town going to be managed?</p> <p>I know it is not our shire, but it impacts us - what can you do to improve the situation at Chinderah? It is unacceptable that the national highway is closed for days at a time.</p> <p>I may have misunderstood or missed something, but is the intention (and if not could it be considered) to have a large interchange/hub somewhere near the M1/Ewingsdale turn off for parking and then use trains, Bus and bikes? Same further along Ewingsdale Road? More buses and trains between towns in the shire makes sense.</p> <p>If people insist on driving could there be a toll for non-shire residents? Its probably too controversial, however it isn't unreasonable for a visitor to pay a few dollars to contribute to the costs of maintaining the town/s. For business people; it is tax deductible and they are here earning money. If they use the other modes (Bus, train) they will have a cost anyway. The alternative is to increase the cost of parking for visitors.</p> <p>As I said I think the plan is very good. Some other comments</p> <p>The plan involves lots more meetings, assessments, etc and even a roundtable (really?).</p> <p>How about outlining more physical changes and when they will be visible? Otherwise you will be leaving yourselves open to (more) criticism unfortunately. Another way to look at the table is in calendar form... 2023 planning, action; 2024 same..... so on.</p>	Noted
11	<p>I really like the strategy as has been presented in these documents. I find the plans regarding increased cycling infrastructure and the multi-use of the rail corridor to be particularly worth celebrating. A rail connection between towns will be an absolute game-changer for this Shire, providing a benefit for locals and tourists. The plan makes some prudent points on the strategic importance of the railway in reducing traffic congestion too. The intention to build a shared pathway alongside is also fabulous. I feel the multi-use project helps get the maximum potential out of the corridor, while also providing alternatives to car transport. With this Shire expected to host 3.8 million visitors annually by 2030, we sure will need it! The focus on bike infrastructure will also be great for connectivity within town. Overall, its a great plan and I'm very supportive of it. Keen to be riding the new and improved cycleways and utilising the much-needed rail services in the near future!</p>	Noted

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12	<p>The strategy does not align with the Tweed Shire Council Transport Strategy Document which is our main feeding route for over 3 million residents of South East Queensland.</p> <p>https://www.tweed.nsw.gov.au/files/assets/public/documents/council/council-meetings/archived/2012/eocm-nsw-long-term-transport-master-plan-attachment-1-public-transport-strategy.pdf</p> <p>The future rail system in the strategy favours a heavy rail following the M1 from Chinderah to Yelgun with train stations at all highway interchanges . This is the same construction technique as used by the the Gold Coast to Brisbane twin heavy rail railway system .</p> <p>Getting workers out of cars requires reasonably fast and regular transport options , the existing single track meandering Northern Rivers line does not achieve this .</p> <p>The future is regular electric buses picking up workers from almost their front doors (400m maximum walk from home to bus stop) and dropping at almost their final destination (again a maximum 400m walk) .</p> <p>The route and location of the old railway system requires workers to drive to railway stations and then catch a bus to their final destination, triple handling which keeps workers in cars .</p> <p>The Music Festival sites at Tygarah and Yelgun- the distance from the possible railway station site to the actual music big top location is between 1.8 and 2.3km walk . Moving thousands of festival punters in short spans of time is not achieved by a single track train system on the old steam age alignment. As per Tweed Shire Transport Strategy it should be a twin track modern alignment that gets festival punters within 1km of the 'big top' music tents . I would suggest that all councillors actually walk from the nearest railway station location point to the fare box festival gate (not just the sites front boundary). Getting festival punters to walk more than 1km will keep them in their cars .</p> <p>Focus should be on multiple solar powered electric buses with bus lanes on congested routes like Ewingsdale Rd and Mullumbimby Rd .</p>	Support for heavy rail, however rail line duplication
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13	<p>The draft Strategy is deeply flawed in respect of the use of the former railway for transport. In particular the suggestion that traffic congestion can be on Ewingsdale Drive could be relieved is based on a weak and I would suggest false basis.</p> <p>I have discussed with ARCADIS the methodology used to compare the cost benefit of a very light shuttle rail and or a mixed use path on the corridor. ARCADIS' lead consultant Carol Teather advised benefits were derived from "city modal share" to allow a common basis for the two modes. ARCADIS' cautioned that a more appropriate methodology should be used for each use to derive their respective cost and benefits and that has not been done .</p> <p>The costing for the shuttle is also flawed as ARCADIS was not aware of the large number of bridges in poor condition. I am well aware having walked the Tyagarah McAukeys Lane with inter alia Mayor Lyon (please protect) .</p> <p>The original independant transport consultant for the draft strategy dismissed the use of rail on the basis of high cost, proposing instead two regular shuttle bus services on an X axis between the main towns. No reason has been presented in Moving Byron for not following the qualified transport consultant's advice on the use of buses, or ARCADIS' advice on the need to for a cost benefit before planning for rail. .</p> <p>The strategy of using the corridor for rail will carry a large opportunity cost. The Tweed Shire rail trail contracting showed it is not feasible to use the corridor for a path beside the rail bed. Funding for any rail is unlikely in the foreseeable future, but a rail based strategy will simply leave the corridor unused indefinitely effectively greatly diminishing the benefits to the Shire and the region of a completed rail trail. It is also inconsistent with the Priority A given to a corridor path in the PAMP.</p> <p>Other aspects of the strategy are OK, including the priority given to a corridor path from Bangalow.</p>	No clear comments regarding alternative solutions.
14	Please use the train and bike path DO NOT rip up track for a stupid bike path Byron Bay needs car park out of town and train taking people into town to get traffic off the roads please use common sense and use train track for train	Noted
15	Finally ,a council that has the forward thinking of the future transport needs for the region.	Support for the plan.
16	Public transport must be a priority for Byron Shire. It is presently severely lacking in availability and inadequate in its scope. Use of an existing corridor, such as the rail line, is a sensible solution. Both rail and rail trail would be a welcome advancement in progressing the shire. It would benefit both the residents and the tourists in exploring region.	Noted
17	<p>As a tourist from Sydney I struggle to visit the Byron area every time I come in 2022, 2020, 2018. The massive traffic jams once i was in a 7km and a 4km in and out of town. In the streets, paid parking is all a turn off for me. Traffic between Lismore to Byron is horrendous in peak hour...worse than Sydney i suggest.</p> <p>Byron Council needs to expand the rail services in the region to remove so many local cars. Tourists like me will stay away until there is less road traffic.</p>	Noted

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18	<p>Please STOP the Elements tourist train It passes over 1600 beds twice aday With ONLY bout 2-5 passengers A bike track would be much better and affordable for all . Locals think the train is too exy In fact it's cheaper to transport a family by Uber / Taxi than pay \$5 ahead one way for under 3 kms</p>	Complaints regarding the existing solar train.
19	<p>Reopen the Rail route as a normal operated railway line for Rail transport towards Murwillumbah and through Condong. Then further up north to beyond QLD, towards the Proposed Terminus Gold coast. Thus Rail transportation and also special route for the Gold Coast Flyer Proposal. Also for wooden sleepers to be replaced by either plastic concrete or moulded plastic sleepers. for the original line to have extra sidings or the whole thing duplicated with Double track.</p> <p>Heavy railway route reused by tourist trains as well as public rail transport as well.</p>	Duplicate the existing HR link
20	<p>Bringing rail back to the Northern Rivers is a no-brainer. The roads are congested, so it would mean less cars on the roads, therefore less pollution; it would provide a means of transport for those without licenses, including the elderly, the disabled and young people; it would bring in the tourist dollar and in times of emergencies, like the recent floods, provide some access to assist those in need.</p>	Possible emergency corridor benefits for rail trail
21	<p>Congratulations to Byron Council for showing leadership where other councils in the area , the State and Federal Governments have not. The proposals are excellent. In particular I strongly support the preservation of the rail corridor and the re-introduction of rail services, both in the coastal corridor and the Bruxner corridor. Having many family members in the Northern Rivers, the very poor public transport has been a major deterrent for my self and others to visit and travel in the area.</p>	Noted
22	<p>There needs to be an extension of the current Byron Bay Solar Train as well as the introduction of additional trains. Unfortunately the work at the station undertaken by council means trains will not be able to run through this area without significant work. Having a service between Mullumbimby and Bangalow via Byron Bay would mean an extension of tourism potential, and also give people more options around places to stay knowing they will have direct access to Byron Bay.</p>	Noted
23	<p>More trains</p>	Noted
24	<p>Phil buckley demands that you dont have it as a cycle way he demands that you bring back trains. He demands nothing but trains and all push bike riders can go to hell</p>	Noted
25	<p>I totally support the re-opening of the existing railway line to provide local passenger, tourists and freight services. Traffic will not be reduced in Byron or on the many overloaded & dangerous regional roads, unless the railway is used. The railway will provide so many benefits such as, reducing passenger vehicle numbers on narrow congested roads, providing an alternative public transport vehicle for young people to live in less expensive ares but work in Byron, also transport for elderly, disabled and abled.</p>	Noted

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26	<p>1. The street from the main roundabout in byron to the beach hotel should be a walking mall. There is no reason the tourists need to share it with cars.</p> <p>2. The old railway corridor should have a light rail AND bike tracks from byron to Bangalo to Lismore. This would support tourists as well as locals. It would provide transportation as well as a lovely day out for locals and tourists. There is no reason you can't have a light rail as well as bikes.</p> <p>3. The corridor needs to be protected permanently for the future if we don't develop it now.</p>	Light rail and active (no heavy rail)
27	Clearly there needs to be well considered plans for the traffic and transport in and out and around Byron shire	Noted
28	I fully support thorough use and re-use of the existing rail network to provide transport locally and with connection to national railway corridors, especially to the Queensland network., for all the stated reasons and more.	Noted
29	A dual gauge rail line will allow frequent, all stations services from the Gold Coast, Queensland as well as weekly, or even daily, express services to Sydney. Trains from Sydney need not be all stops, but stopping only (from Casino) at Casino, Lismore, Byron Bay, Mullumbimby, Murwillumbah, Kingscliff and Tweed Heads. The train which currently terminates at Casino could instead be extended to the dual-gauge section of the rail line. I also support building a cycling and walking path along the route, as that's best for everyone	Noted
30	As the XPT and Xplorer fleet are on the verge of being replaced, now would be the perfect time to consider a dual-gauge rail line from Casino to the Tweed. Further, the Ballina branch could extend to Ballina airport and be served by a light rail, whilst the main line from Casino to Murwillumbah would be served by dual-guage heavy rail to Sydney and to QLD	Heavy rail supported with light rail spur's.

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31	<p>I found the strategic plan to be thorough and very well drafted.</p> <p>If you want sustainable transport options, you will have to focus on good public transport and cycling options. It would be a good idea to have someone who has bicycle use, too on their agenda, when road works are planned. This person could ensure that bicycle use is always considered, and not just vehicles. A simple widening of Ewingsdale Road and an extension to the width of the bridge over Belongil Creek would allow safe crossing for cyclists. The existing cycle way along the S side of Ewingsdale Rd is inconvenient, too narrow, and too slow. It also ends badly once you get into town, with pedestrians blocking the narrow footpath.</p> <p>The abandoned railway from Casino to Murwillumbah was a big political mistake. It is a major transport infrastructure that already links all the major towns in the Northern Rivers, and does so in a smart way (level elevation) and is distinct from the road systems. The main N/S system (M1) leaves the community in a vulnerable position: a major incident will bring all N/S travel to a halt!</p> <p>It is well expected that visitor numbers (and vehicle numbers) will continue to increase with time. The (already) existing railway line will be an enormous help to reduce this traffic.</p> <p>To prove the value of rail commuter service, I recommend opening Mullumbimby to Byron, with a Station at Tyagarah to cater for Music Festival travellers. Once that is shown to be popular, the service could be extended to Billinudgel and Bangalow. I would also recommend the Heritage Society get involved and organise special travel (once a month?). This would encourage interest in the railway system and young people could be trained in numerous area of the railway. And of course there is the enormous added value of local employment.</p> <p>Rail service can cater for everyone: the elderly; people who cannot drive or do not own a car; those with mobility issues; and those with a disability.</p> <p>I would also like to remind the Council that the rail corridor belongs to the people of NSW, and that it travels through truly beautiful country side. And I am certain that all stops along the railway will be thrilled about the prospect of visitors, without their cars!</p>	Maintenance concerns on existing active and transport network.
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32	<p>What waste of time this document is, it's utopian aims do nothing to help improving the big traffic issues byron bay and the shire faces.</p> <p>I suppose that's what u get when u put Basil "I hate cars and roads" in charge</p> <p>Where's a road being improved?? Perhaps a roundabout at Suffolk park??</p> <p>Extra freeway ramps at bangalow??</p> <p>Another exit off the freeway to come in to byron bay - to ease traffic coming in to byron bay - ewingsdale road is past it's operating limits</p> <p>All the talk about getting people out of cars - the council the does not even maintain the bike paths it has properly. Washed out, potholes, overgrown edges, tree roots (ewingsdale road and sunrise blvd bike paths)</p> <p>Hey Basil - upgrading rural roads to decent standards is not "creating rural speedways" as u harp on about, it's simply the dent thing to do, making roads safer for all!!</p> <p>It's such a shame that vile ideology has taken over and keeps putting all in the shire is more unforced traffic jams, more potholes, more bad roads, total lack of vision in urban planning, no proper allocation of funds to fix bottlenecks. It's a complete waste of the time.</p>	<p>Maintenance concerns on existing active and transport network. Capacity upgrades on the Shire road network (pinch point upgrades).</p>
33	<p>The notion that the old railway corridor reactivation will A Be funded by state or federally is pure folly B It can service at best Bangalow to Byron to Mullum C Where are the stats that show how many people would utilise for commuting or leisure D Who would run such a venture certainly not a cash strapped council who have not the funds now to cover the basics</p>	<p>Funding doubts on the rail trail.</p>

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34	<p>Generally good direction. Things i see as missing / need further development:</p> <p>1) the active mobility focus is good but there is a lack of recognition of the fundamental shift that is occurring with electric bikes. Electric bikes are car replacements for short duration travel and needs more thinking in this regard. How to incentivise, how to allow for less interrupted electric bike travel, how to reduce risk (more off road or separated bike lanes needed) and increase bike priority / right of way at intersections. Electric bikes make journeys of <10km often only slightly slower than driving. Similar for other electric transport - scooters / skateboards etc - they are changing the transport landscape and need to be included in the plan.</p> <p>2) there needs to be a strong recognition that for emission reduction to meet 1.5 degree targets dramatically reducing private car use for short journeys is a fundamental required shift. The strategy needs to do everything to discourage private car use for example suffolk to Byron but federal to Byron is more difficult to resolve as +10km and on routes that are not well suited to other types of transport.</p> <p>3) there is considerable experience in European urban centres on the role of cargo bikes for 'last mile'; deliveries. This should be recognised - eg what is the role for cargo couriers / deliveries by ebike and how to incentivise - eg journey on a cargo bike reduces a truck travelling on urban roads through the town and instead can be picked up dropped at depots and final delivery by cargo bike.</p> <p>4) the connectivity of bike networks is mentioned well. One specific example not mentioned is to connect suffolk park to broken head via the tea tree track and then over broken head reserve through to seven mile. A bike track behind the dunes from broken head to Lennox would provide amazing connectivity between the two LGA and would open eco tourism possibilities. Similarly while the rail trail is great a track running along the coast behind the dunes (similar to suffolk shared path) from belongil to Brunswick heads would have enormous tourism and leisure appeal and should be mentioned.</p> <p>5) the speed issues of cars not following 50km limits and need to expand 50km limits is mentioned. But i think more needs to be done to improve rider and pedestrian safety. There need to be more pedestrian crossings in Byron bay including the industrial estate and on Bangalow road. The traffic islands do not suffice. Traffic should have to stop to give pedestrians and riders priority and this will incentivise their use rather than exposing them to danger at these crossings.</p> <p>6) i did not see any mention of share cars? This is an important part of the transport equation. PopCar has been supported in the shire and is great but more parking sites are needed in areas eg Suffolk park and more options eg vans and small cars such as is available in Habitat should be done more widely as these services incentivise non car ownership for residents as they provide viable alternatives - ride bikes for short trips and take share car for longer journeys. This needs to be scaled up and perhaps more competition encouraged.</p>	<p>Ocean-way between Byron and Lennox. Micromobility not considered in the plan. Share car scheme.</p>
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35	The idea of a Multi-modal corridor make no sense, and seems to be more based on an ideological obsession with public transport than providing a functioning, diverse transport system. By far the best form of public transport is electric buses which have the potential to travel anywhere for multiple purposes. It is also doubtful that there exists the concentrations of population to make large-scale public transport viable, as in urban areas where there is an easily identifiable CBD and networks of dormitory suburbs. The best option by far is the conversions of the corridor to a walking/cycling trail, as has been recognised by surrounding LGAs. At least two of these shires have obtained funding and begun preliminary work. This corridor would serve many functions from commuting by standard and increasingly electric bikes, to tourist ventures attracting cyclists and walkers locally, from inter-state and internationally. It has the potential to become one of the great rail trails of the world. To miss this opportunity is very short-sighted. I urge the council to reconsider their priorities, abandon fanciful notions of multi-modal corridors, and back the rail trail project as surrounding LGAs have done.	Maintenance concerns on existing active and transport network.
36	A big priority for council should be the Northern Rivers Rail Trail. I live in the Rifle Range Rd area of Bangalow and there is no footpath into town along busy Lismore Rd, and a lot of families live in the area. Walking and riding bikes is healthier than driving or catching the train, and better for the environment. When the rail trail is built we will be able to walk into town and my son can walk or ride his bike to school. We could even ride electric bikes into Byron! These seem to be the future. I have put on weight since moving to the region because footpaths are inadequate, so you have to drive everywhere. I really think this should be a high priority for council.	Concerns regarding deficiencies in the existing active network
37	Need a rail trail	Noted
38	Can we please have some action on the Northern Rivers Rail Trail	Noted
39	FANTASTIC- public transport will open up the way we live within our communities. Linking us through non car focused infrastructure is key towards building sustainable outcomes. Safer, cleaner, stronger movement between places.	Noted
40	Trains are not an essential link, and in any event, need to include adjoining councils if they are to be considered at all. Buses are available between the towns and get very little use. What is the point of considering bringing trains back when 1) there is no prospect of any funding and 2) the advent of electric vehicles negates any benefit of a train. It is disappointing that there is very little mention of a rail trail which would benefit many residents. Multi-use of the rail corridor has been discredited.	Noted
41	The existing rail line from Casino to Murwillimbah needs to be reinstated with trains to ease road congestion, reduce greenhouse gas emissions and provide a service for disabled and elderly travellers, families with lots of luggage and as a means of getting around during floods, fires and accidents that block the road. Not a bike track that only benefits able bodied cyclists. Best outcome is to have the bike track alongside the rail line, but the priority is the rail line. It already exists, it's welded rails on steel sleepers, some bridges are already concrete. Timber trestles can be replaced by concrete culverts or pipes which are cheap and efficient. The Queensland rail mob are keen to create an interchange with the line and their south coast line, thus creating an almost seamless transition to go to the Gold Coast and Brisbane. With the area exploding with property development in residential and industrial, the rail line is needed more than ever.	Rail prioritised over rail trail

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42	This is an excellent strategy, and should be used as the basis for engagement with surrounding councils to ensure that existing tracks are not torn up. Really well thought out.	Support for the plan as a whole
43	Well i demand that trains come back along the line and remove all cars from the area and while were at it kick all the homeless people out of the station area	Complaints regarding vagrancy
44	The strategy seems to cover all community points. My main priority is for better, more dependable public transport in the area. Fair enough to see local bus companies providing a shuttle for BluesFest but locals were left without a full service. There just isn't enough transport between our towns & villages.	Noted
45	Finally a good start and congratulations for Byron Council making plans for this strategy to take place and hopefully come to fruition. Making use of an already popular and successful rail option to link smaller towns, such as Mullumbimby and Bangalow, just makes perfect sense. The infrastructure is there and will require upgrades in certain locations. It would make such a difference and support both towns and create vital tourist opportunities between Mullum, Byron and eventually Bangalow. This would work well, not only for residents, who live outside or Byron and make the commute each day, but as a vital tourism link. There is much more bang for your buck than a single cycle track. Thank you council for taking on this challenge.	Noted
46	<p>rail would be great to help get some cars off the road , from mullum or billi to Byron , and provide parking at Cavanbah centre . many people would like other transport options than car or bus , which can be late due traffic.</p> <p>rail from Byron to Yelgun , would also be great to get people to Bluesfest , and other events in North Byron parklands , using Cavanbah centre as a pick up / drop off point</p> <p>getting cars and buses off the already congested M1.</p> <p>.finish the cycle way where it comes out near council depot in bay shore drive byron bay ,</p> <p>provide a connection to IGA shops , its pretty dangerous at the moment where it finisher @ cnr of bayshore and banksia drive</p>	Noted
47	The highest priority should be re-opening the rail connection from Casino- Lismore- Eltham - Bangalow - Byron - Murwillumbah. This rail corridor is the key to the future prosperity of the region - in economic, social and environmental terms. The rail corridor should be used for passenger trains and freight - for the community first and foremost to access jobs, health and education. Re-opening the railway will build confidence across the region and provide reliable transport to the most vulnerable in the community.	Noted
48	As a passenger service, Rail will not pay the inspection and upkeep costs of the track unless it is carrying lots of freight to make it viable. Fare charging passenger rail will have to comply to all current rail standards for NSW. It will not be profitable to maintain these standards. Busses on roads are subsidised by all road users who pay fuel tax. You can get a bus to where you need to go. With rail you will still have to get to your final destination. These are some of the reasons that a lot of rural railway lines failed. Byron Shire Council need to be looking at smaller electric busses running more often and with more pick ups and destinations.	Noted
49	This is the best and most cost efficient way to move between suburbs for work and recreation. I'm always for the return of our rail systems.	Noted

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50	As a child growing up in the byron shire, I have fond memories of catching the train from Mullumbimby to Byron. I agree the train service would be a more sustainable way of travel. As locals, we need more options of travel to help protect the environment and to reopen the train line between these two towns, would provide more choice for locals. Byron bay's traffic is only going to get worse with new developments. I think the train service would be a great option for locals to commute between byron and mullumbimby. Thank you	Noted
51	<p>Many households in the Byron community support the Northern Rivers Rail Trail, yet you have ignored this.</p> <p>The Multi-Use Rail Corridor has been discredited yet you continue to refer to it as an essential link in any future transport system. You are ignoring the views of experts in this field and your ratepayers.</p> <p>The Tweed section of the rail trail has been jointly funded and will open on December 2022. The Richmond Valley section has been funded and will likely be constructed at the same time, or shortly afterwards.</p> <p>How can Byron Council not support this option when it's clear to so many other stakeholders that it opens up a new transport option for the area that we desperately need.</p>	Noted
52	Please proceeed forthwith to join Tweed and Lismore Shires in building the rail trail without retaining the old rail. There is no prospect for the rail to come back. There should be no delay in creating this magnificent asset for the region.	Noted
53	Good , go ahead full speed	Support for the plan
54	<p>The existing rail infrastructure from Casino to Murwillumbah should be utilized not removed for bicycle paths. In my opinion this is a retrograde step that will impede growth in the long run. It could be linked to the QLD line. It would be great for the Olympics.</p> <p>Lismore CBD could do with a boost to tourist numbers that a rail line to Byron could provide.</p> <p>More villages could be built along the line.</p> <p>All the people who don't have a car or cant drive would have an easy way to get around the region. Please reconsider keeping abd re opening the existing rail line.</p>	Noted
55	Brilliant idea,restore services to Mullumbimby, relieve traffic on ewingsdale Rd, good for the environment, and while they at it,Byron to Bangalow, less traffic ob Bangalow Rd and Ross lane	Noted
56	Very keen to see rail for public use reinstated , it is the best choice , safe , and reliable . no more traffic on our roads please	Noted

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57	<p>Preliminary</p> <p>I am a resident of Byron Shire and have lived in Byron Bay for 28 years. Thank you for the opportunity to make the following comments on this document.</p> <ol style="list-style-type: none"> 1. The "Draft Moving Byron 2022 to 2042 Integrated Transport Strategy" including "5. Part 3 Action Plan" is not supported and should be scrapped. Regretably, the draft strategy is a nonsense document populated by motherhood statements, political assertions and non evidence based assumptions presented as credible action plans. I would recommend that future draft transport policy in Byron Shire be prepared in accordance with the nationally recognised "Australian Transport Assessment and Planning Guidelines" available at https://www.atap.gov.au/ . Use of these guidelines would assist Council in avoiding the more populist and non evidence based approach adopted in the draft now on exhibition. 2. The structure of the draft Moving Byron strategy is incoherent and difficult to follow. 3. There is a lack of clear and tangible goals, objectives, targets and KPIs 4. There is no technically competent problem identification, assessment and priority setting. In this regard, there is insufficient data provided and no transport modeling presented (on either a Byron LGA or regional basis) to identify origin/destinations, current/proposed transport networks, current and predicted traffic/pedestrian volumes/bottlenecks and problems. 5. There is no sound options generation and assessment. The draft proceeds directly to supposed solutions, like activating trains on the existing rail corridor. There are no rigorous options assessments, or cost/benefit analysis justifying preferred solutions. There is no credible supporting technical assessment reports and implementation plans or reliable costings for preferred options 6. The strategy's reliance on the Multi Use Rail Activation (MURC) report is misplaced. The MURC report is fundamentally flawed for a number of reasons: <ul style="list-style-type: none"> - The demand assessment for trains based on average capital city % population patronage on extensive rail networks is unrealistic for an isolated single section of train line in a Byron LGA, low density, regional/rural setting. There is no mode share utility assessment including no generalised costing of travel options to calculate the likely mode share of the MURC recommended "train" service. - The proposed supply solution, being "hi-rail" is untested, and would have insufficient capacity to convey significant numbers of passengers on a single train line on the Ewingsdal/Byron Bay corridor. - the costing of capital works is not credible. There is also no on site truthed assessment of the condition of existing railway infrastructure and associated cost of repair/restoration. - There is no credible costing of ongoing operation and maintenance costs of such a service - There is no commitment from any level of government that they consider the MURC recommendations as credible. - Even in Australian capital cities, the fare box ratio (ratio of fares collected to operation and maintenance costs) of suburban rail services rarely exceeds 30%. The fare box ratio of a rail service on a Mullumbimby to Byron Bay train service is likely to be much less, leaving a massive requirement for perpetual government subsidy. - There are no signs of any commitment from any level of government that they are likely to support the ongoing financing of a train service. 6. The Moving Byron draft strategy ignores the potential of the Northern Rivers Rail Trail for delivering essential active transport infrastructure as well as demonstrated recreational, health and economic benefits. The rail trail can connect many towns and villages of Byron Shire as well as providing links to the rest of the Northern Rivers region. The other three LGAs along the abandoned Casino to Murwillumbah rail corridor have all embraced the rail trail and federal/state governments have already committed around \$30 m to the project. 7. Multi use of the rail formation for both trains and pedestrian/cycle pathway is not technically feasible for much of the corridor or economically sustainable. Byron Shire's support for the "Multi use" concept is defacto opposition to provision of a rail trail. 	Document not supported
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	<p>8. Byron Shire Council's opposition to the rail trail project, despite overwhelming support of the project from Tweed, Lismore and Richmond Valley Councils, and a significant portion of Byron Shire residents, is an appalling failure of local public policy. It is Byron Shire residents who will be paying the price for this policy failure.</p>	
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58	<p>The Strategy is not well developed and seems to have a strong focus on congestion at the M1 Interchange at Ewingsdale and linking trains to the M1 for park and ride. The Transport strategy does not provide data for the "ideas". It needs to be much broader thinking, and view opportunities that are present.</p> <p>I am not a traffic engineer but having read the strategy I can see clearly that, for example, "non-work" traffic does not even include parents driving their children to school. Every school day there are long queues of traffic associated with the High school, St Finbarrs, Primary school and Steiner school in McGettigans Lane. There needs to be incentives for parents to put their children on the school buses, rather than drive them to school and pick them up. This is a major cause of traffic congestion in Byron Bay.</p> <p>Second there needs to be recognition of the use of e-bikes as transport, and e-bike lanes need to be provided in hinterland; and also on the Rail Trail. Forget putting trains back on this track- not many people want to catch a train to Murwillumbah these days. If a train were to be in the shire it would need to run alongside the M1 to the GC Airport.</p> <p>The Shire needs to join with the other North Coast councils and embrace the Rail trail as a means of transport. Many people are happy to ride to work, and e-bikes provide this opportunity.</p> <p>Park and ride would not work for Byron Shire- people want to get to work asap- not park their car, then walk to a bus, then get off the bus and walk to work. In the city where there is adequate population it works but it will not work for Byron yet. Please do better research collecting data about transport and redo the strategy.</p>	Noted
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59	<p>The virtual total lack of public transport, especially on weekends, public holidays and at night, in such a fast growing area with millions of tourists every year is unbelievable!</p> <p>Rail services are so needed by so many people to cut down on climate change emissions and for connectivity within our whole region and ultimately with a need to connect with SE Qld. The elderly, the youth and disabled are very disadvantaged and many young people leave our region for other places with good rail and bus services.</p> <p>The Ewingsdale Road bank up of cars is a great reason why extending the Byron solar train service from Byron to Mullumbimby (possibly via a Tyagarah Station pick up point) is a no brainer! And that is a starting point to leading on to Billinudgel for the 7,000 people living at Ocean Shores and to on Yelgun with the Falls and Splendour Festivals who want rail services to support their policy of non-use of road vehicles to access their venue (I can supply you with a letter from them to that effect).</p> <p>In the other direction a rail service to Bangalow would be wonderful for so many people who would not have to face the traffic between there and Byron. Visitors to the Bangalow Market would most certainly utilise this service as well.</p> <p>I have spoken with many travellers who are amazed that we are not using our railway lines for shuttle services. In Europe and other places the rail is a crucial focus for travel and is also the safest (200 times safer than on the road) and the most comfortable way to travel for locals and tourists alike.</p> <p>Having a bike/walking track beside the railway line within the corridor or elsewhere is also needed, however not many people would commute this way nor travel great distances on a bike path (only 10% of people ride bikes), however 100% of people can travel on a train or light rail, in all weathers!</p> <p>Connecting our Northern Rivers region via rail again with regular rail services throughout the day and night, will be a game changer for the people (who can take a trip or commute in a train rather than drive), also for the environment and our local economies.</p> <p>The fact that three railway companies are registered in this region, the Byron Railroad Company, Northern Rivers Rail Ltd and the Northern Regional Railway Company, to bring services again to the Byron Shire and beyond, is a great incentive to look at this as the next important phase of 'Moving Byron 2022 - 2042' that will really make an enormous difference to our region's long term sustainability.</p> <p>These rail companies are willing to work together for the optimum outcome and are currently fundraising to fix the line and bring services back to Mullumbimby.</p> <p>Please support advocating for budget allocations and applications to state and federal governments so that this outcome can move forward more quickly.</p> <p>Together we can make this an inspiring model for other places in Australia and around the world, especially as it will be a no emission service, as extending the current solar train service (the first in the world) even creates more solar energy than it uses.</p> <p>For all those who desperately need rail services in a well timetabled form to suit all sectors of our community, we ask that you support this crucial initiative in your planning.</p>	Noted
60	We need a rail line for efficient travel without cars! There is so much traffic and it's only increasing. This is one way to go about it. Also many young people who can't rely on their parents to drive them around have to hitchhike because they have no enough options.	Noted
61	I live in Bangalow and commute to work in Byron by electric Bicycle. I use the roads but it feels so dangerous. Am desperately hoping for a rail trail so I can commute safely and encourage others to get out of their cars and also take advantage of the incredible range an electric bike offers.	Noted
62	I support the Northern Rail Trail and urge Byron Council to progress the creation of this regionally significant tourist attraction and active transport link.	Noted

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63	I would like to see our rail corridor remain intact and see services return in the future . This is very important to so many	Noted
64	I support Byron to Mullumbimby light rail so I can get home from work	Light rail, Byron to Mullumbimby
65	<p>A thinly veiled pamphlet to continue to continue to try to justify trains. The public transport needs cases are there, but the report fails to provide any reasonable solution to the needs because the authors cannot see past the idea of a train service. We need a public transport system, but the answer does not involve a mini bus running between Mullumbimby and Byron Bay, occupying a multi use corridor that could actually service the needs of a public transport system.</p> <p>The concept of a shared corridor between Ewingsdale and Byron is good, but it should be to service the electric bus network to service our whole shire. A train along the old corridor will not service Brunswick at all. A train will not service the Ocean Shores/ New Brighton or Suffolk Par without an integrated bus service. Bus services can do all of that, and then can be faster than private transport if they use the corridor to avoid the traffic along Ewingsdale Road.</p> <p>The idea that busses and cars from all over the shire will converge on the park and ride site at Ewingsdale, get out and wait for a vehicle the size of a minibus to pick them up and take them to Byron in shifts is illogical. Did anyone with any logistics background review this document before they put it out to the public? The report is an embarrassment.</p>	Noted
66	Please bring back rail this is so important to get traffic off the roads particularly in Byron Shire	Noted
67	I really like the report. A good mix of transport modes. Preserving the railway line is really important too. In my view to remove the railway line would be the worst outcome. A huge waste of potential. If cycleways can go alongside though, then that would be top.	Noted

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68	<p>Byron Shire Council is to be commended for implementing Moving Byron 2022-2042 - integrated Transport Strategy.</p> <p>This is an exciting document and my comments only relate to the reactivation of the railway corridor.</p> <p>It is an asset created a long time ago, 128 years actually, to connect communities near and far. Rail transported people and goods between villages and the bigger towns. Rail brought visitors to the region. It can still do all that, using light rail vehicles powered by electricity, sourced from solar charged batteries or hydrogen gas produced locally to power fuel cells.</p> <p>This light rail operation meets all environmental requirements, it can travel quietly at speeds of up to 70 kilometres an hour, each car (carriage) can carry around 50 seated passengers and bicycles and goods such as larger parcels can be carried on a trailer at the rear of the unit. Light rail vehicles are accessible by people of all mobilities.</p> <p>Park and ride facilities are a key factor in reducing the impact of motor vehicles within the shire. Four areas have been identified which could integrate with a light rail service in the Byron Shire -</p> <p>The junction of Orana Rd and Coolamon Scenic Drive is about 80 metres from the rail line. This provides access to the light rail for residents of Ocean Shores and also Brunswick Heads, which is less than four kilometres away.</p> <p>Tyagarah will provide a major park and ride facility for people doing business in Byron Bay or Mullumbimby who are travelling in either direction on the M1.</p> <p>Byron Bay railway station will be the main light rail stop giving passengers easy access to the bus interchange.</p> <p>Red Devils sportsground is about 200 metres from the rail line and a park and ride here will help reduce the number of cars from the south (Ballina/Lennox/Broken Head) entering Byron town.</p> <p>Bangalow railway precinct between the station and the A&I Hall provides a good sized parking area to keep motor vehicles out of the main street to provide an easy light rail commute into Byron Bay.</p> <p>Binna Burra allows local residents and those from Federal and Eureka and possibly Lismore to leave their car and travel to Byron.</p> <p>The rail corridor between Byron Bay and Bangalow is noted as a "shared corridor" for walking and cycling. This appears to be a rail trail by stealth.</p> <p>Byron Shire Council has conducted a feasibility study which shows that a shared use of the railway corridor for multiple users and uses is the preferred option. The line provides the north south/east west connection criteria, it is in place, it just has to be reactivated.</p> <p>I am more than happy to be contacted by a representative of Byron Shire Council to discuss my submission.</p>	Park and ride suggestions are noted.
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69	<p>I fully support the Moving Byron plan. Of key importance is the focus on keeping and utilising the railway line. Hearing news of railway lines being pulled apart in the Tweed region reinforces how important the railway line is in this Shire. It must be kept. The potential for providing alternatives to traffic and a means to disperse the 2.2 annual tourists in a practical and attractive way is too important to ignore. Particularly with annual tourism expected to reach 3 million by 2030, it only makes sense to be keeping the door open for road transport alternatives such as rail services. The on-formation rail trail other Councils are pursuing welds this door shut. It is relieving to see that the Moving Byron plan acknowledges the importance of keeping the railway.</p> <p>Ideally, the solar train would be extended (or the creation of a similar service) to Mullumbimby and Billinudgel, and to Bangalow in the south. That would provide a transport option for locals away from the road, and provide a practical, all-weather and attractive means of dispersing the existing tourist market (something a bike trail alone could not do, in other words). It would also become an attraction within its own right. With an average speed of 80km/h, a train between Byron and Mullum (15km) would make the journey in about 11 minutes. I remember before it closed the speed was closer to 110km/h, which would mean Mullum to The Bay in around 8 minutes. A bit faster than by car, which usually takes 30 minutes!</p> <p>The use of the railway for rail services will have a transformative affect on the way locals and tourists move around the Shire. Moving Byron sees this, which is why it has my full support. The plan also acknowledges that this system may not happen immediately. I very much like the plan to run hi-rail based operations as an interim measure and a way of getting the track open, keeping it maintained, and also getting the tourist demographic involved.</p> <p>All in all, as a cyclist I am a big fan of the Moving Byron plan. As someone who sees the value and huge potential in an operating railway line, I am a big fan of the Moving Byron plan. Essentially, it's a great plan!</p>	Support for an interim Hi-rail
70	<p>I commend you on putting this integrated transport strategy together. I applaud the inclusion of safe walking and cycling as part of the strategy throughout the shire.</p> <p>I can see that the Ewingsdale road to Byron is still a major stumbling block and feel park and ride (either with buses, light rail or cycling options) appears to be an "ideal" solution. I am aware of the enormous costs of restoring the railway corridor for rail based transport, and the lack of interest from the State Government to fund such an option. However a free bus shuttle service/park and ride would still encourage users and would still drastically reduce the number of cars and passengers using this road. The success of this is in the promotion and efficiency. In addition, shuttle buses can transport park and riders more conveniently throughout Byron Bay, rather than only arriving on the outskirts, making it more user friendly and attractive to users. (Who wants to drag their shopping from Woolworths to the station?)</p> <p>If an option of rail based services becomes viable?? PLEASE ensure that the walking and cycling trail beside the rail is a high priority. I was very disappointed that the solar train did not provide that option when it was built. Byron provides an important link in the overall Northern Rivers Rail Trail and will bring a different visitor demographic to the region, who will happily travel around without a car.</p>	Park and ride suggestions are noted.

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71	<p>ADDENDUM to original submission from Peter Finch</p> <p>Local transport is a key issue in moving through the community. It is acknowledged that poor bus services, especially at nights, on weekends and on public holidays disadvantage many. It does nothing at all for tourism.</p> <p>Tourism is the lifeblood of Byron, for better or worse. There is little or no organised regular tourism services to get visitors around the shire to explore the villages and hamlets they would miss while attached to their holiday apartment.</p> <p>There is more to Byron than just the Bay and using light rail to get visitors out of town to connect with a minibus tour really does open up the region and spread the tourism dollar.</p> <p>A light rail vehicle can carry passengers and the goods they buy at local markets; light rail carries bicycles to meet up with bike tour guides who will take visitors on local tours for varying durations; and light rail will take tourists out of town for a pub lunch and a few craft beers, and get them back and off the roads. Bangalow to Newrybar and the Macadamia Castle, Mullumbimby via Main Arm to Billinudgel for a smart refreshment then back on the light rail to Byron. There are enormous possibilities that rail based tourism will offer Byron, and the infrastructure is already there.</p> <p>Of course it will work. The Byron "solar" train carried over 100,000 passengers in its first year of operation, and that was just a three kilometre ride. Let's open the place up with managed tourism initiatives for all to enjoy, participate and contribute.</p> <p>Original Submission, Peter Finch</p> <p>Byron Shire Council is to be commended for implementing Moving Byron 2022-2042 - integrated Transport Strategy.</p> <p>This is an exciting document and my comments only relate to the reactivation of the railway corridor.</p> <p>It is an asset created a long time ago, 128 years actually, to connect communities near and far. Rail transported people and goods between villages and the bigger towns. Rail brought visitors to the region. It can still do all that, using light rail vehicles powered by electricity, sourced from solar charged batteries or hydrogen gas produced locally to power fuel cells.</p> <p>This light rail operation meets all environmental requirements, it can travel quietly at speeds of up to 70 kilometres an hour, each car (carriage) can carry around 50 seated passengers and bicycles and goods such as larger parcels can be carried on a trailer at the rear of the unit. Light rail vehicles are accessible by people of all mobilities.</p> <p>Park and ride facilities are a key factor in reducing the impact of motor vehicles within the shire. Four areas have been identified which could integrate with a light rail service in the Byron Shire -</p> <p>The junction of Orana Rd and Coolamon Scenic Drive is about 80 metres from the rail line. This provides access to the light rail for residents of Ocean Shores and also Brunswick Heads, which is less than four kilometres away.</p>	Noted
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	<p>Tyagarah will provide a major park and ride facility for people doing business in Byron Bay or Mullumbimby who are travelling in either direction on the M1.</p> <p>Byron Bay railway station will be the main light rail stop giving passengers easy access to the bus interchange.</p> <p>Red Devils sportsground is about 200 metres from the rail line and a park and ride here will help reduce the number of cars from the south (Ballina/Lennox/Broken Head) entering Byron town.</p> <p>Bangalow railway precinct between the station and the A&I Hall provides a good sized parking area to keep motor vehicles out of the main street to provide an easy light rail commute into Byron Bay.</p> <p>Binna Burra allows local residents and those from Federal and Eureka and possibly towns through to Lismore to leave their car and travel to Byron.</p> <p>The rail corridor between Byron Bay and Bangalow is noted as a "shared corridor" for walking and cycling. Is this a rail trail by stealth?</p> <p>Byron Shire Council has conducted a feasibility study which shows that a shared use of the railway corridor for multiple users and uses is the preferred option. The line provides the north south/east west connection criteria, it is in place, it just has to be reactivated.</p> <p>I am more than happy to be contacted by a representative of Byron Shire Council to discuss my submission.</p>	
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72	<p>Re: "There is a rail corridor that runs within both the Coastal and Bruxner movement corridors and links the town centres of Byron Bay, Mullumbimby and Bangalow, three key destinations in the Coastal Corridor. The corridor is largely unused with the exception of the Solar Train at West Byron."</p> <p>Two Detailed Business Plans for the Murwillumbah-branch Railway</p> <p>There are now two recently developed and properly costed, highly complementary, Business Plans that require revival of the Casino-Murwillumbah Railway line. They represent economically and environmentally viable, and sustainable, long-term community transport solutions. They will both complement any off-formation "rail trail", in fact greatly assist the creation, maintenance and utilisation of a rail trail and access for cyclists. They'll facilitate:</p> <p>1. Extension of the existing, world's best practice, globally leading technology, Byron Solar Train:</p> <p>I. Stage 1, fully costed at \$9 million, is for Elements Station (Bayshore Drive, Sunrise) to Mullumbimby (also facilitating park'n'ride from Mullumbimby to Byron Bay)</p> <p>II. Stage 2, fully costed at \$8 million, is for Byron Bay Station to Bangalow Station</p> <p>III. Stage 3 is for Mullumbimby Station to Yelgun (North Byron Parklands major events venue - the proprietors support the return of a rail service. Also a new Station at Ocean Shores)</p> <p>IV. Stage 4 is for Bangalow Station to Lismore Station (see Business Plan 2. below)</p> <p>V. Stage 5 is for rehabilitation of the line and services to Murwillumbah/Condong; and</p> <p>VI. a logical Stage 6 extension to Banora Point (under NSW MoU with Qld the termination point of the final stage of the Gold Coast Light Rail) via Kingscliff (the \$725 million new Tweed Valley Hospital and medical precinct);</p> <p>One location in the NSW Northern Rivers region, Byron Bay, receives 2.4 million visitors per year. This has placed significant strain on the transport infrastructure in the town and for all Byron Shire communities. Regular commuting for work and schooling in particular presents a daily challenge which is exacerbated by visitor numbers on weekends, in peak holiday seasons and around cultural events. Daily commuter transport needs not only centre on Byron Bay but extend as far as Lismore and Tweed Heads, especially for secondary & tertiary education. Then there is the recently approved West Byron development which eventually will add up to 4,000 dwellings along the already congested main east-west thoroughfare to and from the town, Ewingsdale Road. (Noting that an elegant alternative could be offered to Ewingsdale residents with the resurrection of the former Quarry 'halt' station located at the end of Quarry Lane on the revived railway. Likewise for Tyagarah, Myocum, St Helena, Bangalow Industrial Estate, Binna Burra Booyong and Billinudgel etc.)</p> <p>There have been a series of oft-repeated assertions that the rail corridor doesn't link the current and future populations of the inner Nthn Rivers sub-region. The only map that has been provided to support this assertion depicts a simple line drawn between Lismore and Ballina then along the coastal strip north to Tweeds Heads. This line ignores all the diverse communities north and west of it and that the coastal strip is already generally infilled or otherwise comprises geography not suited to a railway corridor; estuaries, swamps, high tides and storm surges, ranges and headlands. Certainly the Local Environment Plans and Development Controls of the relevant LGAs, that other than for the hinterland east west axis in Lismore and Ballina LGAs, don't necessarily, and don't exclusively, support this general contention. <Ref map (Fig 19 p 53) and of Transport for NSW Casino to Murwillumbah Transport Study version 2.1 https://www.yoursaytweed.com.au/69419/widgets/339947/documents/205861 and</p>	<p>Request for an economic business case for rail trail planning. On/off formation active scenario's.</p>
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	<p>https://www.planningportal.nsw.gov.au/spatialviewer/#/find-a-property/address>.</p> <p>Moreover, there are NSW Govt Master Urban and Regional Development Plans that are not constrained by current LEP zonings with instead an emphasis for the inner Northern Rivers on infill in the various hinterland valleys. Even under current LEPs there's Mooball in Tweed Shire LGA where 5,000 dwellings are mooted. Railway line connecting that locality to service centres both north to Murwillumbah and south to Mullumbimby and Byron Bay (and on to Lismore) is currently in the process of being ripped up.</p> <p>and</p> <p>2. Intermodal Supply-Chain Logistics Freight operating from Lismore City (and potentially the M1 at Bangalow) via Casino to the Port of Brisbane, in the north, and to Coffs Harbour (and potentially Kempsey), in the south. This proposal also features:</p> <p>a. environmental sustainability (with Lismore having the potential to be a NSW, or even east coast, technical, engineering, service, manufacturing and training centre) featuring:</p> <ul style="list-style-type: none"> § battery electric locomotives (e.g., Wabtec and/or Progress Rail), battery electric and hydrogen fuel cell electric (e.g., Anglo-American/Aurizon), virtual hybrid, 2 locomotive sets, and battery electric and existing diesel, virtual hybrid, 2 locomotive sets § battery electric road delivery vehicles (e.g., GM Brightdrop and/or Arrival Van) circulating to and from low footprint intermodal micro-hubs; and § ability to dramatically decrease daily, passenger and freight, fossil fuel powered road vehicle movements, particularly on the Bruxner Hwy (east & west of Lismore), the Summerland Way, Bangalow-Lismore Road and the M1 Pacific Motorway <p>b. world's best practice 'disruptor' cross-docked trans-shipping technology, which, amongst other things, readily facilitates pick-up and delivery of local produce/production. Apart from potentially immense benefits for local and regional economies, this also offers risk mitigation against the shortages experienced when stretched supply-chains are disrupted i.e., contributing to a Business Continuity Plan now seen as a basic requirement for communities, institutions, businesses, transport infrastructure (road, rail, sea and air) & all of government</p> <p>c. low 'footprint' technological simplicity with no requirement for centralised warehousing, cold stores and extensive rail sidings and road vehicle parking areas (typically all-up a minimum \$20 million – not necessary!)</p> <p>Delivery of this project will also provide the ability to:</p> <p>d. reinstate daily intra-state passenger services as far as Lismore Station i.e., the former daily Sydney-Murwillumbah XPT service which is currently terminating at Casino</p> <p>e. attract increasingly popular up-market tourist rail services to stable in Lismore (where they currently otherwise lack a suitable stabling location in either Casino or Brisbane):</p> <ul style="list-style-type: none"> § Journey Beyond Rail Expeditions' 'The Great Southern' (also operators of 'The Indian-Pacific', 'The Ghan' and 'The Overlander') § Vintage Rail Journeys' 'The Aurora Australis' ('The Southern Aurora' rolling stock) § Cruise Express' 'The Spirit of Progress' <p>The operators of these services require train stabling, with appropriate rail technical/engineering and passenger supply services. The location must also though offer their passengers and crews accommodation of up to 350 bed-nights over up-to 5-7 days i.e., quite something for "rail trail" patronage to better!</p> <p>f. seamless connections for regional commuter/tourist trains offering multiple daily round-trip services initially from Byron Shire LGA</p> <p>g. inaugurate daily interstate Lismore-Brisbane via Casino commuter services (Brisbane's Cross-River Rail, nearing completion, will free up slots</p>	
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<p>on the dual gauge line into Roma Street Terminal - empty other than for the daily Sydney-Brisbane XPT early morning passenger drop-off and pick-up)</p> <p>There is also Project Feasibility Study underway to augment the Business Plan. (Project Feasibility Studies enhance potential investor confidence and can even result in project 'bankability').</p> <p>NSW Northern Rivers communities - an integrated Polycentric/Distributed City</p> <p>Collectively there is a sub-region of communities comprising those on the NSW inner Northern Rivers generally within the Richmond-Wilson, Brunswick, and Tweed River catchments. These are Casino and Lismore in the south heading north via Kyogle, Nimbin, Bangalow, Mullumbimby and Murwillumbah, and on the Far-North Coast from Evans Head in the south heading north via Ballina, Byron Bay, Brunswick Heads, Ocean Shores, the Tweed Coast / Kingscliff and to Tweed City. This highly integrated set of communities is described as an evolving conurbation, a rapidly growing "polycentric city" of approx., 300,000 people – this can also be demographically described as a "distributed city".</p> <p>This is how the present day Gold Coast City evolved over the past 50 years. 30 years ago the Gold Coast's population was the same as that of Northern Rivers today, and it has more than doubled that over those 30 years. Qld's Sunshine Coast is another example of a distributed city with its current a population approx., equal to that of the Northern Rivers.</p> <p>Yet significantly successive Qld Govts have continued to plan and construct significant rail and light rail infrastructure servicing both the Gold Coast (now looking to also service Tweed Shire in NSW) and the Sunshine Coast (as far north as Noosa and Gympie LGAs). The Central Coast, Lake Macquarie, Newcastle and Hunter regions of NSW offer an analogous case (of a distributed city), as do the Illawarra, Wollongong, Shellharbour, Kiama and Nowra regions. Significantly both these greater regions feature branch lines offering commuter rail and rail freight / intermodal facilities.</p> <p>Railways & Rail Trails - each complementing the other</p> <p>Economic Business Cases vs Viable Sustainable Business Plans</p> <p>Project's requiring capital, whether that is via investment, donations, loan or grant, generally require a supporting Business Plan. A Business Plan revolves around sustainable profitable operations with revenue exceeding costs i.e., profit:</p> <ul style="list-style-type: none"> o even a not-for-profit company, or association, must be profitable to the extent it doesn't make a loss o investment capital requires greater profit in order to make a return to investors or to increase the value of their investment o If donation or grant funding isn't assured, an enterprise can only develop a viable Business Plan if: o total grant funding equals the amount required to achieve positive cash-flow i.e., profitable revenue; or o total donations received are in excess of a nominated escrow amount required to achieve positive cash-flow. <p>Governments routinely commission studies to explore the "Economic Business Case" often then for justifying subsidising a project (via any of, govt expenditure, grants or provision of subsidised services). Economic Business Cases:</p>	
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	<ul style="list-style-type: none"> o are not Business Plans o are not based upon a project being profitable in its own right and in many cases assume they won't be; & o if positive, in terms of the net economic welfare of a given LGA, Metropolitan area, State, Nation, or sector, they can be viewed as providing a Business Case (for the subsidising of a Project). <p>Specifically, there has never been a publicly circulated Business Plan for the Northern Rivers Rail Trail. There have often been referrals to Economic Business Cases supporting 'rail trails' (routinely 'on-formation' bicycle paths replacing railway tracks i.e., eliminating rail). Assumptions underlying the conjectures in those Business Cases have been questioned. There have been further wild off-the-cuff assertions of visitor numbers and for the profitability of rail trail operator enterprises. These have been provided by various rail trail proponents, all of them are unsustainable when subjected to even cursory scrutiny.</p> <p>Railway with off-formation bicycle path relative to 'Rail Trail'</p> <p>Reinstatement of rail none-the-less easily provides for inclusion of a bicycle pathway along the railway corridor, but off-formation. We suggest that any "economic business case" for a so-called 'rail trail' (where curiously on-formation means no rail!) would be substantially enhanced in with a "win-win" involving a complementary resurrection of the railway (and regular services on it):</p> <ul style="list-style-type: none"> o railway line vehicle access tracks are suited to upgrading as dual use light road vehicle and bike pathways (even for a dedicated bike path it will need to be capable of carrying the axle load of emergency services' vehicles) o necessary rehabilitation works on railway ballast and sleepers creates a suitable road base material (see railway refurbishment undercutting at https://youtu.be/bXN24eFH5pY) o in Tweed Valley Shire's Rail Trail construction tender process, the winning submission, from Hazell Bros, explicitly stated that an off-formation bicycle track was cheaper to construct than one on-formation which requires destruction of the rail track (a copy of the relevant page extracted from the submission can be supplied) o if the railway and rail trail mutually assumed responsibility for fencing (along with adjacent landholders) this would result in the sharing of a significant cost burden o frequent rail traffic effectively delivers a close monitoring of a bike path increasing public safety and property security for adjacent landholders o cyclists could carrying their bikes onto trains wherever local passenger trains are re-introduced. A system of classic rail "halts" (short platforms) could be introduced allowing for hailing of a local train to pick-up and set-down. This would assist cyclists where hills/tunnels and bridges/watercourses otherwise impede their way or whenever they tire or are dissuaded by inclement weather; rain, sun, heat etc. o rail corridor maintenance and surveillance mitigates against bio-security risks (see the NSW Local Land Services Risk Assessment for the Tweed Valley Shire Rail Trail therein outlining potential Catastrophic Biosecurity Risks https://ehq-production-australia.s3.ap-southeast-2.amazonaws.com/742c94be0c2792b628c957582d14a67279c6a399/original/1621991430/7403a1c054b924627f8234f2232a0e35_NCLLS_Biosecurity-Risk-Assessment_Final_2019.pdf) <p>Both Business Plans with shortly be finalised. They'll be complemented by:</p>	
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	<ul style="list-style-type: none">- An Information Memorandum for the Byron Shire and Beyond Commuter Rail Project- A Feasibility Study for the cross-docked trans-shipping Intermodal Supply-Chain Logistics Project <p>For further information regarding the proponents see:</p> <ul style="list-style-type: none">- http://mitren.com.au/- https://www.nrrc.com.au/- https://www.premacapital.net/- also assisting https://northernriversrail.com.au/ for Mullum to the Bay Park'n'Ride	
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BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.1 - ATTACHMENT 2

73	<p>a) Public transport in the form of inter-city high speed trains and intra-city metros are wonderful in their right place and this is not one of them. Watering down a good idea often makes it unviable. Some public transport works well here, in particular school and airport buses. The key feature for success is moving many people to or from the same place at the same time. The epic fail is the number of huge, fossil-fuel-powered buses driving around with few or no passengers on board, in search of what could be termed random passengers. The solar train is suggested as a beacon of the way forward. The case presented is that the train can carry 90+ passengers and takes only 10 minutes. This is absolutely true but does not reflect the real situation. Once upon a pre-Covid time I took a trip on the train. There were 6 people on board, - not a well used service. Whilst the journey does take 10mins, we must remember that this is a single track railway. So allowing a few minutes to load and unload passengers and the return journey, the maximum possible frequency then becomes every half hour. Due to lack of demand, the actual frequency was once per hour when I took my trip, - too inconvenient to repeat. From Google maps the distance travelled by the solar train is nearly 3km, the track distance from Byron to Mullum is a little over 15kms, roughly 5 times the distance. This means that this single track can only support an infrequent service, probably similar to that of the big buses which roam empty in search of random passengers. The report mentions Hi-rail (a hybrid road-rail vehicle). This technology has been intermittently tried and failed since the 1930s. This is not a solution, it is a procrastination. There is a notion of multi-use along the rail corridor, of a train alongside a bike path. Let us not waste more public money on pursuing this nonsense. The track is not wide enough! Even if it was, the train is unlikely to be viable and would seriously devalue a nice safe, quiet, enjoyable active transport route.</p> <p>b) Much of the traffic burden around town is from tourist traffic, the seasonal nature of this load is obvious.</p> <p>i) Encourage park and cycle for tourists, they could park well out of town, e.g. at Tyagarah and then travel on their own (or hire) bikes along a dedicated cycleway into town. This removes the disincentive of transport infrequency.</p> <p>ii) A further encouragement for tourists not to bring their cars into town, is to increase parking fees, perhaps even using variable fees with a peak period surcharge. This will surely squeeze out some tourists, but Byron is already bursting at the seams at peak periods. It could also serve to smooth out tourist traffic. The extra revenue should be used to fix Potholes. This must be one of the easiest problems to solve, it just needs money. It is also important to maintain the low cost annual permit for residents. A medium cost permit for the residents of neighbouring shires could be considered. Remember park and ride has already been trialled with parking at Cavenbah and a double-decker bus to town. A few people used it, but the uptake was not significant, probably a mix of infrequent service and insufficient financial incentive. The double-decker bus was also available for the farmers market at Cavenbah, - again vastly underused.</p> <p>c) Bike tracks around the shire are already improving. A dedicated active transport route along the rail corridor should form the backbone of a cycle network through the shire. It would provide safe crossing of the M1 and a link to the neighbouring shires who are already moving in this much needed direction. The rapid uptake of e-bikes makes this a more inclusive option and could go a long way to solving youth transport issues. Take this opportunity to shift the mindset. In the Netherlands, cycling is absolutely a normal thing to do. For sure it's flat terrain but the railway surveyors of yesteryear already picked out the easiest routes, Let us make the best use of their efforts.</p>	<p>Support for an active rail trail only.</p> <p>Support for Park and Ride (active).</p> <p>Primary interest in Active travel improvements and paid parking reforms to influence travel behaviour.</p>
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74	<p>Community vision for connected transport.</p> <p>Trains On Our Tracks (TOOT) is a community based association established in 2003 as an umbrella organisation bringing together Northern Rivers Trains for the Future, other rail advocacy networks and community groups with roots reaching back to the 1990s. Embedded in TOOT's constitution objectives is a vision for an 'integrated transport system' where the role of the Casino-Murwillumbah rail line is the 'spine' that connects isolated transport infrastructure, services and communities. TOOT has always worked to the principle that the most accessible and sustainable integration occurs when all types of transport are connected...buses, cycles, pedestrians cars and rail. This vision can be found in the Northern Rivers Trains for the Future submission to the Parry Report in 2003 and the TOOT Now vision produced in 2005. TOOT has long understood the potential to maximise integration through multi use of the rail corridor for active, rail and public transport.</p> <p>The 'spine'.</p> <p>Since its construction the line has served as a connector of our communities and played a key role in patterns of development. Its contemporary ability to connect and influence sustainable development is on display in the centre of our towns where rail stations are located. We are strongly of the view that the strategic value of the line has been underestimated for too long and are pleased to see that Moving Byron has highlighted its potential to diversify networks and play a major role in an integrated and sustainable transport network.</p> <p>Moving Byron</p> <p>Moving Byron is an important and timely vision with directly stated messages for a sustainable transport future. The document provides clear guidance on the pathway to a sustainable transport future that is safe, accessible and meets the movement needs of all in the community. In our long journey with the community on transport issues, we are not aware of a comparable document produced by Council or government that has so comprehensively identified and confronted our community's experiences of and aspirations for our transport networks. Council is congratulated for the preparation and exhibition of this forward thinking strategic assessment.</p> <p>Big Picture Challenge</p> <p>TOOT agrees that the most significant strategic direction that can meet the challenge of ongoing induced car dependence, its impacts and costs is to diversity both transport infrastructure and services. As such we support actions for Council to take strong regional leadership to promote a rail link to Queensland, noting the Brisbane Olympics planned for 2032. The shorter term 'priority project' to activate the rail corridor for multi use rail, active movement and public transport is also supported, noting the following benefits, integration opportunities that help to achieve the broader range of Moving Byron objectives.</p> <ul style="list-style-type: none"> • improved public transport • expanded active movement • reduction of car dependence • reduces demands on road network • long term financial benefits • reduced car movement and demand for parking in town centres • park and ride integration • supports visitor economy <p>The Multi Use Rail Corridor Study undertaken on behalf of Council demonstrated that small initial investments in very light rail can produce a range of benefits desired by the community. Investment and benefits that grow with the community. There is potential for lightweight vehicles such as hi rail to provide flexible on demand public transport that can travel on rail providing opportunities for commuters, visitors and others to diversify movement options around traffic congestion. Our community desires Council to demonstrate strong leadership and advocacy for public transport development, the 'big picture' rail link to Queensland and the 'priority project' to activate the rail corridor for multi use.</p>	<p>General support for the plan. Support for multi modal rail corridor inc. heavy rail</p>
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	<p>Sustainable transport planning now</p> <p>We agree with the following principles that are applied in discussion throughout.</p> <ul style="list-style-type: none"> • ‘big picture’ road network support - Desired Outcome 1 • active movement - Desired Outcome 3 • public transport development - Desired Outcome 6 • financial sustainability - Desired Outcome 10 <p>We applaud the clarity of discussion reflecting the diverse range of transport needs that matter to our community and need to be part of integrated and accessible transport including,</p> <ul style="list-style-type: none"> • public transport • active movement • safety and access • hinterland and neighbourhood roads • road safety • carbon sustainability <p>Continued... TOOT supports an inclusive and open engagement with the community for the most effective implementation. The implementation framework in the document provides a sound basis to begin, however we believe that as with a living document, ongoing adaption is required as the rollout of the strategy progresses over time. It is vital that there is a high level of community leadership involved. The detailed action plan reflects the priorities and discussion in the document and is supported.</p> <p>Council leadership and advocacy</p> <p>As the document discusses, there is considerable scope for Council to adapt planning controls that promote and encourage public and active transport. Similarly Council actions, data collection and tools are able to expand safe access for all movement types in the community. Council needs to be a stronger leader in policy reform internally as well as actively advocate for transport planning and service delivery in Byron Shire and the region that align with the needs of the community and the objectives of Moving Byron. In short business as usual has to be challenged at all levels to ensure long term sustainability.</p> <p>Summary</p> <p>TOOT supports the adoption and implementation of the strategy.</p>	
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BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.1 - ATTACHMENT 2

75	<p>My key points are as follows;</p> <ol style="list-style-type: none"> 1. The Moving Byron report is admirable in parts for the ambitious mode shift initiatives proposed and all credit to Council for seeking solutions for mode shift to walking, bikes and public transport. Grand ideas which have real merit but it's not clear how the ideas could all be delivered in reality beyond motherhood statement status. The danger is we appear to be trying to "boil the ocean". 2. Within the Moving Byron report, there is minimal if any specific detail and substance on a strategy for upgrading Ewingsdale Road to four lanes all the way into town via an agreed timeframe. This key need has been reported for as long as I can remember and back as far as Council's own detailed traffic study circa 2008. This work should be considered as the base line / core issue to be addressed specifically within the Moving Byron document with mode shift initiatives supplementing the critical road upgrades. 3. The four lane Ewingsdale Road fix all the way into Byron has been relied upon by multiple developer traffic studies including West Byron x 2 yet it's not clear in the Moving Byron report how these much needed upgrade works can possibly be delivered in the timeframe in which it will be needed. which was yesterday in reality. All COVID did was to create a lull in traffic which bought the Council and community some much needed time and breathing space. 4. The Moving Byron strategy seems to have been built around aspirational ideas which are not yet based on a comprehensive updated traffic study, model and analysis. It's the cart before the horse. The detailed and comprehensive traffic study and modelling should have been done to provide the data...and then Moving Byron should have been drafted to respond to real traffic modelling data. The real danger therefore is that scarce and limited rate payers money will be expended in the wrong areas prior to the results of the traffic modelling and analysis giving proper direction. 5. With respect to providing safe access for bike riders and walkers in the hinterland areas, my submission explains in the appendix where I believe the real issue is. The real issue is the lack of proper regular maintenance of gravel shoulders and pavement edge drop off areas over recent years. Our local community is just too concerned with their safety to want to use our local roads for town to town travel or even for exercising/walking close to home. The attached Coolamon Scenic Drive shoulder photos are typical of our shire roads. Poorly maintained through regular maintenance regimes with Council not able to keep up due to funding and resources. I'm not sure what the circuit breaker is for this issue, but one off State funded blitz work such as was recently completed on Myocum Road does not help with the kilometres of other road shoulders which fall into disrepair through a lack of regular up keep. A key intent of the Moving Byron plan should be to fix this problem so as to promote mode swap to bikes and walking but it will not be simple to fix. At the heart of the issue is that significant funding would need to be found for regular ongoing maintenance and not just one off blitz works. The Moving Byron plan has a real danger of getting the communities hopes up without having a real means to deliver. <p>Attached also are three typical Maintenance Plans for other similar Councils I sourced on the net. There are plenty of them available for review. They are quite interesting to study along with set timeframes for various types of road related repairs (such as gravel road shoulders and pavement edge drop offs) which are adopted by other Councils.</p> <p>Does Byron Shire have similar agreed KPI schedules to handle pavement edge drop offs and maintaining safe usable gravel shoulders etc which I have noted in my submission at the end? Maybe if they exist they can be made available to the rate payers so we know what is expected. Well maintained and safe gravel shoulders on key roads means more bikes on the road, more walkers, safer run off areas for vehicles etc etc. Not sure the maintenance schedules have been applied for our Shire but they should apply just from a duty of care / customer road safety point of view. Gone are the days when Council grader crews toured the shire with caravan in tow, repairing road shoulders to a safe condition for customers to use. Instead, mostly what the community sees is targeted State funded one off fixes like recently undertaken on Myocum Road, rather than diligent ongoing routine maintenance of road shoulders throughout the shire so as to make bike riding and walking safe as an everyday worthwhile pursuit.</p>	<p>Doubts regarding the action plan. In favour of duplicating Ewingsdale Rd. Comments regarding lack of data, and thorough transport planning. Support for upgrading the active network.</p>
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	<p>As an aside, I would dearly love to have been part of the Community Infrastructure Panel but time just does not permit my participation beyond trying to add value through these opportunities to provide comment. I had nominated as a member but then had to withdraw my nomination due to work commitments. I'm happy to participate in further discussion at any time if I can be of any assistance.</p>	
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76	<p>Dear Byron Shire Council</p> <p>My vision for the Moving Byron Plan includes a chapter on future technology because accelerated markets are impacting our lifestyles. Eight out of the top ten companies on the New York Stock Exchange want to sell us a utopia through market surveillance and autonomous vehicles.</p> <p>For special needs customers and feminist perspectives, these technologies will give us an improved level of engagement and visibility. But it does not necessarily improve access or agency.</p> <p>The Moving Byron Plan seeks agency but it includes access to a future where we become passengers and our destinations are monitored for sales and data recovery.</p> <p>Including a chapter on future technology in the Moving Byron Plan will not achieve agency for everyone but it will provide insight into change management and improve our awareness of how we navigate our lives, villages and environment.</p> <p>Future technologies in The Moving Byron Plan would include:</p> <ul style="list-style-type: none"> ● a visit to the Australian Centre for Field Robotics ● a future technology seminar and collaboration <p>www.sydney.edu.au/engineering/our-research/robotics-and-intelligent-systems/australian-centre-for-field-robotics.html Last accessed 23 March 2022</p>	<p>Comments regarding future technology adoption, considering Active Matter (programable materials) and how they could be implemented in a smart city environment.</p>
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	<ul style="list-style-type: none"> ● active matter design and infrastructure ● partnerships with research organisations <hr/> <p>There is always a next big thing in technology and in 2014 virtual reality (VR) was revolutionary. It was so big that Mark Zuckerberg paid \$2 billion for Oculus Rift, the virtual reality headset, so that he could inspire architecture, medicine, travel and society itself. However VR never achieved market saturation.</p> <p>Using VR as a case study, John Deere's latest autonomus farm machinery may not have market impact. Except that AgriFutures has been educating their sector about artificial intelligence since 2016, predicting that by 2030 91% of farm machinery will be autonomus, replacing 60% of the rural workforce.</p>	<p>Active Matter Skylar Tibbits Editor The MIT Press 2017</p> <p>Never Stop Failing Up David Karpf Wired Magazine Nov2021 pp 30 - 33</p> <p>www.agrifutures.com.au/ product/transformative- technology-infographic- artificial-intelligence/ Last accessed 23 March 2022</p>	
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	<p>Autonomous vehicles have already visited the Byron Shire and drones have used the Tyagarah Airfield. Artificial Intelligence will be brought to us because everyone will want a robot and for special needs groups it promises greater access.</p> <p>The Moving Byron Plan is about fulfilling human needs through a spiral design process, where we build for a specific function and then repeat that process until we reach a functional outcome and then recycle, discard or pollute.</p> <p>Understand > Define > Ideate > Prototype > Test</p> <p>Conversely active matter design allows us to replace human centred thinking, through solid state chemistry and materials science. Active matter is the expanded field of research that enables materials to self assemble and physically transform.</p> <p>Active matter, will intersect, manufacturing, construction and multi-scale environments; from weather proof textiles to coastal engineering. This programming starts with materials so that resources are not wasted on single use, lifeless items.</p> <p>Material > Assembly > Design > Adaption</p>	<p>The Design of Everyday Things Donald A. Norman The MIT Press 2016</p>	
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	<p>This method allows us to collaborate with materials so that design is discovered and cultivated through the building process rather than imposing a manufactured structure onto the environment.</p> <p>This does not mean the immediate abandonment of traditional engineering and infrastructure but it can accompany, evolve and replace where it is fit for purpose or where engineering is bespoke.</p> <p>My contribution to the Moving Byron Plan is to introduce two future technologies: artificial intelligence and active matter and ask how they will impact the access and agency of our lives villages and environment.</p>	<p>Things Fall Apart: a guide to the new materials revolution Skylar Tibbits Princeton University Press 2021</p>	
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Draft Moving Byron 2022 to 2042

Integrated Transport Strategy

Parts 1 to 3

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Acknowledgement of Country

In preparation of this document Council acknowledges the Bundjalung of Byron Bay. Arakwal People are the Traditional Custodians of the land in Byron Shire, and form part of the wider Aboriginal nation known as Bundjalung.

Byron Shire Council and the Traditional Custodians acknowledge the Tweed Byron Local Aboriginal Land Council and the Jali Local Aboriginal Land Council under the Aboriginal Land Rights Act 1983.

Council also acknowledges all Aboriginal and Torres Strait Islander people who now reside within the Shire and their continuing connection to country and culture.

Foreword

Moving Byron is your vision. A community vision for a sustainable transport future.

Moving Byron looks forward to inform choices we make now. A plan to connect people, business and services as a priority.

Moving Byron details actions to reduce car dependence, diversify movement choices, develop public transport, take climate action and support our road network.

Moving Byron is an integrated strategy developed with the assistance of Councillors, Community Representatives and Staff on the Transport and Infrastructure Advisory Committee (TIAC).

Moving Byron is inspired by what you have told us through the Community Survey, Community Solutions Panel, Place Planning Groups, Access Panel, resident groups, petitions, public access presentations, workshops and many meetings. It has been amplified through discussions with transport providers, Transport for New South Wales (TfNSW), Social Futures Public Transport Development Officer, Local Traffic Committee, local MPs and many others who have provided advice and suggestions.

Movement generates opportunity.
Let it be safe, accessible, connected
movement that treads lightly on the
earth.

Cr Basil Cameron
Chair, Transport and Infrastructure
Advisory Committee



Transport and Infrastructure Advisory Committee Members:

Councillors:

Cr. Basil Cameron (Chair) – pictured (front left)
Cr. Jeannette Martin – pictured (front right)
Cr. Simon Richardson – not pictured

Community Representatives:

Andi Maclean – not pictured
David Michie – pictured (rear right)
Graham Hamilton – not pictured
Katrina Ross (non-voting) – pictured (front centre)
Sapoty Brook – pictured (rear left)

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1. Introduction

Providing and maintaining Byron Shire roads is the single most important Council service considering that the delivery of most other services as well as the social and economic wellbeing of the community is dependent on the ability to move people and goods.

Roads are much more than conduits for movement of cars, bikes and pedestrians. They are service corridors that bring people together to exchange goods, connect and share ideas. Without access to these movement corridors, it is not possible to take the 'first step' in life to get an education, healthcare or a career. It is therefore vital that our transport networks can build and sustain community life.

Moving Byron is an opportunity for Council to look ahead twenty years at how our transport network (aka roads, footpaths, cycleways) is likely to evolve if we follow a business as usual (BAU) approach. It is clear that BAU would largely continue current trends in car dependency, demand for parking, congestion and community amenity. The network will face increasing challenges to maintain financially sustainable levels of service and struggle to meet a diverse range of movement needs and community expectations.

Moving Byron takes an over the horizon view of our transport network to identify the changes we can begin making now that can sustainably provide better outcomes for people and communities. To ensure this, an overriding objective is that the Moving Byron Integrated Transport Strategy (Strategy) helps Council to manage a financially and environmentally sustainable road network.

Moving Byron is in four parts:

- Part 1 The Big Picture - A big picture view of our existing transport network and the ways we move to identify priority and future directions in transport infrastructure, services and behaviors as well as the tools that can help us achieve meaningful change (Future Direction 1).
- Part 2 Connecting Communities - How we will go about applying the changes identified in Part 1 (Future Directions 2-7).
- Part 3 Action Plan – The proposed actions to make the Moving Byron future directions happen.
- Part 4 Background Information – Detailed information which supported the decisions made within the Moving Byron development process.

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2. Moving Byron Vision

2.1 Moving around Byron Shire and beyond

Byron Shire residents and visitors have connected, diverse, sustainable movement choices that;

- Reduce car dependence and carbon pollution;
- Improve public and shared transport;
- Expand safe, accessible walking and cycling;
- Promote people focused town and village centres;
- Support long term efficiency and financial sustainability of roads.



Figure 2.1 Mullumbimby Road on the way to Mullumbimby

2.2 Moving around Byron Shire and beyond

Moving Byron is grounded in the following observations of the key movement patterns and main features of the Byron Shire network and its links to the region and beyond.

- Byron Shire is located in a high growth Coastal Corridor (north-south) connected and bisected by a singular link to Queensland (M1 Motorway) that has been forecast to become the busiest intercity link in the country by 2026.
- While there is a degree of regular movement through the Coastal Corridor by Byron residents, it is day tripper visitors principally from Queensland as well as domestic and international tourists transiting through Coolangatta Airport that make up the greater proportion of M1 users moving to, from and around the Shire.
- There is a reliance on the M1 by local people moving between the north and south of the Shire or between the coast and hinterland, who have to use or intersect with the M1.
- An east-west corridor linking Byron to the regional hub of Lismore, Casino and the New England Highway to the west (Bruxner Corridor). This intersects with the Coastal Corridor

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at Ewingsdale where the M1 interchange is regularly beyond capacity during peak commuter periods reflecting the importance of the Bruxner Corridor as a jobs and services connector for Byron Shire residents.

- Hills and valleys constrain the hinterland road network to the west of the M1, often to one road for all needs. Roads mostly follow old narrow formations with conditions that make safe access for pedestrians and cyclists difficult. Active movement is also restricted by limited opportunities to cross the M1.
- Urban roads, especially in coastal locations bear the brunt of visitor traffic. There is an expanding network of cycling and pedestrian facilities in towns, usually in the road reserve. Traffic and parking compete for limited people space in town centres. A trend all Masterplans would like to see reversed.
- There is a rail corridor that runs within both the Coastal and Bruxner movement corridors and links the town centres of Byron Bay, Mullumbimby and Bangalow, three key destinations in the Coastal Corridor. The corridor is largely unused with the exception of the Solar Train at West Byron.



Figure 2.2 Map of Byron Shire showing key areas of movement
(Source: Northern Rivers Regional Transport Plan, page 23)

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2.3 Business as usual trends and car dependence

- Population growth in South East Queensland and along the Coastal Corridor continues to see increasing movement in the Shire.

Table 2.1 - Forecast Population Growth 2016 to 2041

South East Queensland	64%
Tweed Shire	19%
Byron Shire	14%
Ballina Shire	10%

- Ongoing expansion of domestic and international capacity at Coolangatta Airport increases visitor traffic to Byron Shire.

Table 2.2 - Passenger Numbers Gold Coast Airport

Annual passenger numbers 2019	6.5 million
Comparative monthly growth December 2018 and December 2019	4.9%
2036 Forecast	16 million

- High reliance on the M1 as the sole conduit and distributor of all local, regional and cross border traffic in the Coastal Corridor concentrates movement onto local roads, particularly on Ewingsdale Road and increasingly at other intersections with the motorway.

Table 2.3 - Visitor numbers to Byron Shire

Year	Total	I/national Overnight	Domestic Overnight	Day Trippers
2008	1,290,000	190,000	520,000	587,000
2019	2,210,000	225,000	994,000	991,000
2030 Forecast	3,860,000	340,000	1,750,000	1,780,000
2019 Visitor Nights	5,500,000	1,750,000	3,850,000	-
2030 Forecast Visitor Nights	8,580,000	3,040,000	5,550,000	-

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Table 2.4 - Traffic growth 2006-2019, M1 Motorway intersections

Ocean Shores	29%	Coastal Corridor
Mullumbimby	43%	Coastal Corridor
Ewingsdale	31%	Coastal/Bruxner Corridor
Bangalow (Hinterland Way)	58%	Coastal/Bruxner Corridor

- Lack of alternative infrastructure in the Coastal Corridor exists north of the Queensland border further concentrates movement onto the M1.
- Few public transport services. Poor regularity, connectivity and convenience of existing services, particularly between the north and south as well as hinterland areas of the Shire.
- Money for roads skews towards temporary “fixes” for traffic congestion bottlenecks and away from meeting the transport needs of the community.
- Greenhouse gas emissions from transport remains the fastest growing contributor to overall CO2 emissions since 1990.



Figure 2.3 Walking track in Cape Byron National Park

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Part One

The Big Picture

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3. The Big Picture

3.1 Future Direction 1 - Transport diversity that supports roads

Lead, engage and partner with all levels of government, the community and transport planners in the development of a sustainable regional transport network that supports roads to deliver services to our community



Figure 3.1 Photo showing example of cycleway signage and line marking

3.1.1 Desired Outcome 1

A plan for a sustainable road network that operates efficiently and safely for a diverse range of users over the long term

Principles

- Look beyond business as usual cycles to identify and plan for long term challenges.
- Think people and goods movement before vehicle movement.
- Evaluate roads as movement and service corridors that deliver more than car carrying capacity alone.
- Engage community as a key resource and have regard for local perspectives.
- Ground truth project and transport network assumptions.
- Value diversity and adaptability to drive sustainability.

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Big Picture Challenge

The dominant influence on the future shape and functioning of our transport system is the M1 as a conduit for the high visitation by car. An effective strategy to reduce car dependence over time has to address this problem at the source by providing diversified travel options servicing the key routes used by visitors to the Shire. Without the following there appears little scope to make a meaningful reduction in car dependence.

- A rail link connecting to Queensland.
- Expanded public and shared transport.
- Activation of the rail corridor, both Coastal and Bruxner



Figure 3.2 Expanded public and shared transport

Council will lead and collaborate with all levels of government and operators to advocate for planning and investment that can deliver these expanded links and services. This will be done through regular Transport Forums organised by Council, the Northern Rivers Joint Organisation (NRJO) and direct approaches to MPs. These leadership actions will be detailed in Council's Operational, Delivery and Community Strategic Plans.

Priority partnerships

Council will continue priority discussions with TfNSW to activate the rail corridor and expand travel options in the Ewingsdale Road and Coastal corridors. Solutions can include movement that bypasses the M1 Interchange as well as using Park and Ride to intercept car movements and replace with connected bus, rail, cycle and walking options.

A regular Transport Roundtable of Council(s), TfNSW and relevant transport agencies will be established to ensure there is a better fit between Federal, State and local transport policy. The Roundtable will review regulations, funding programs and policies that act as a barrier to *Moving Byron* directions or further entrench car dependence.

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Roads That Sustain Community

A business as usual approach to the design of road upgrades is where cars are counted but people and active movements are not. Council will take a fresh look at how key roads need to work to best sustain community and support alternatives to car movement.

Corridor Assessments map the full range of transport looking at the way people need to move, connect and do business within the neighbourhoods serviced by the road. The movement patterns, trip generators, meeting nodes and diffusion points as well as community needs and aspirations within each corridor can be mapped as a guide to more diverse, safe, connected networks that make active and public transport convenient.

Corridor Mapping can be used for:

- Major projects and planning such as for diversified infrastructure and services in the Coastal Corridor
- Urban and hinterland roads to improve access and safety.
- Movement and Place plans, Masterplans where people and community needs can be prioritised such as in town centres.

Planning For Sustainable Movement

Travel Demand Management (TDM) builds on the information gathered in Corridor Mapping, Masterplans and Movement and Place plans to design and manage transport systems that reduce car dependence.

TDM can be applied as a long term planning tool (eg Moving Byron), used in significant event planning or provided as a resource used by individuals to plan sustainable travel.

Corridor Mapping and TDM can guide future development so walking, cycling and public transport connectivity can be built in to new development. Council will review Development Control Plans to include these as part of Council's assessment and approvals process.

Road Access and Safety Principles (RASPs)

Council has adopted RASPs to ensure safe access for all road users. The principles are being incorporated into road infrastructure planning, design, delivery and maintenance so that new infrastructure and major upgrades can accommodate walking, cycling and public transport use.

In some instances where active and public transport infrastructure is not feasible, such as 'transition zones' on approaches to villages (see Future Direction 5) or 'constrained road segments' on hinterland roads (See Future Direction 5), policy support is required to regulate speed and other behaviours to provide equitable safe access for all road users.

A key output of the project is to develop a Road Access and Safety Procedure to bring policies and resources together in an accessible format. The Access Panel (AP) are acknowledged as key stakeholders in the implementation of RASPs and safe access projects.

In addition to meeting the safe travel needs of a diverse range of users, implementing RASPs is an essential ingredient for adapting our road and transport networks to support active and sustainable transport choices.

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3.1.2 Desired Outcome 2

A priority project to diversify movement, infrastructure and service options in the Ewingsdale Corridor and support sustainable movement and access within Coastal and Bruxner movement corridors.

Activating The Rail Corridor

A priority project for multi use activation of the rail corridor that provides expanded active and shared transport options catering to visitors and residents;

- Reducing car dependence and emissions,
- Easing road congestion on Ewingsdale Road, at the M1 interchange and on the local road network,
- Diversifying transport options including in the Coastal Corridor.



Figure 3.3 Diversifying transport options including in the Coastal Corridor

Council has resolved to proceed with activation of the rail corridor and completed a study into the Multi-Use Rail Corridor (MURC) that canvasses a number of options for light rail vehicles, walking and cycling. The study identified two possible options, very light rail and hi-rail (dual use vehicles for road and rail) in combination with walking and cycling paths.

Council has identified that the priority for rail activation is the section between Byron Bay and Mullumbimby that runs in the Ewingsdale Road and Coastal Corridors. As such there is an opportunity for rail corridor activation to help deliver a long term solution through this congestion bottleneck that also provides significant benefits to the community.

The project can be integrated with the Movement and Place Plan being developed in partnership with TfNSW and can be supported with a Travel Demand Plan that includes:

- Park and Ride locations in the Ewingsdale Road Corridor and possible intercept points at Tyagarah and Mullumbimby.
- Well-connected and convenient public and shared transport services including trials of flexible (eg on demand) services and priority access lanes.

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- Travel experiences that suit commuters and residents as well as appeal to visitors.
- Parking management.
- Aligns with the Byron Bay Town Centre Masterplan.

Council with the support of partners and funding bodies will complete the following steps towards rail corridor activation:

Working with TfNSW, a Movement and Place Plan incorporating rail corridor activation and upgraded pedestrian and cycling access over the M1.

- Business Plan for rail activation options.
- Corridor Assessments for the Ewingsdale Road and Coastal Corridors.
- Travel Demand Plan that includes Park and Ride and parking management.
- Long term financial planning to compare the costs of business as usual with a plan to diversify infrastructure and services that better meet community needs and is environmentally sustainable.
- Work with TfNSW and public transport operators to make services more regular, convenient and connected to the Ewingsdale, Coastal and rail corridors.



Figure 3.4 Shared path through parklands, Byron Shire

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Part Two

Connecting Communities

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4. Connecting Communities

4.1 Future Direction 2: Cycling, walking and active movement

Deliver and manage a diversified transport network for Byron Shire that encourages an overall modal shift away from private car use towards active and shared transport choices that make a positive contribution to the amenity, well-being and sustainability of our communities.



Figure 4.1 Byron Bay to Suffolk Park shared path

4.1.1 Desired Outcome 3

People in Byron Shire choose active movement

Principles

The following are principles that help to make active infrastructure and facilities accessible:

- Connectivity of walkways and cycling facilities.
- High priority in civic and town centres.
- Connect to central locations.
- Safe access for everyone.
- All journey types and groups in the community catered for.

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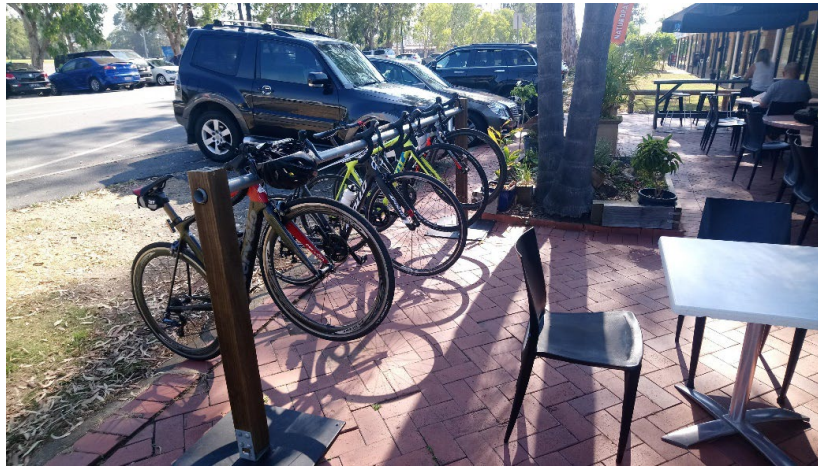


Figure 4.2 Example of cycle parking infrastructure

Connecting walking and cycling networks

In 2020, Council adopted a second Byron Shire Bike Plan and Pedestrian Access and Mobility Plan (PAMP).

Priority projects from these plans will continue to rollout as grant, developer contribution and other funding becomes available including completion of the Byron Bay to Suffolk Park cycleway.

Walking and cycling are easier choices to make when paths, and cycleways are connected, including to public transport, peripheral parking and park and ride. Regular reviews of the plans will give priority to connecting;

- Transport hubs
- Community open spaces and facilities
- School communities
- Existing network segments

and the following major projects;

- Mullumbimby to Brunswick Heads cycleway
- Bangalow rail corridor east west shared path
- Belongil to Main Beach foreshore active link

Making walking safe for everyone

Active movement networks also need to be safe and accessible for a diverse range of needs including mobility scooters, and wheelchairs.

Council will increase budgets for PAMP projects by 15% in years 1-5 to achieve and then maintain as a proportion of overall road funding. The aim is to better connect the pedestrian network and improve access and safety at road crossings.

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Co-design a project with the Access Panel and place planning groups to identify and resolve connectivity, safety and access issues.

Review the PAMP at least every four years to ensure that emerging issues can be prioritised.

Seeing and counting everyone

One of the key measures used in transport planning is the data collected by the 'journey to work' question in the Census. While it provides a good breakdown of the types of transport used on the commute to work, it does not give insight into the many other 'non work' reasons people travel around. In Byron Shire, a significant number of these non work trips are by visitors and leisure seekers.

Council and transport planners need to consider the transport needs of all types of transport users to best design for and promote active choices:

- Commuters
- Non—work trips (eg shopping, visiting, leisure)
- Visitors, arrival, departure and local touring
- Business, trading, deliveries - eg
- Restricted mobility
- Public transport patrons

Council can expand its understanding of community needs and ground truth network assumptions through use of:

- Corridor Mapping
- Movement and Access studies
- Place planning with community
- Council's Visitation Strategy
- Community Survey
- Engagement with visitor economy, and
- Other resources from the toolkit

Promoting active movement

Council will develop a supporting facilities plan that can include;

- start and end of trip facilities
- Shade on route
- Experiential features that are attractive to visitors, leisure riders and walkers, e.g. views, picnic areas, heritage, specialty user facilities (such as skate parks, pump tracks or off road cycle trails).

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Seeing and counting everyone provides new insights so safe accessible active pathways are built into future road projects as well as giving transport planners a better understanding of local needs for State and Federal transport projects.

Council will promote the benefits of active transport for all types of users including through

- Road safety campaigns
- Social media
- Way finding signage
- Visitor economy engagement
- Community Strategic Plan



Figure 4.3 Active transport for all types of users

4.1.2 Desired Outcome 4

The transport system supports the local lifestyle and tourism by delivering active, shared and public transport infrastructure that helps reduce excessive traffic in town centres and neighbourhoods.

People in...

Currently there are three adopted town and village Masterplans (Byron Bay, Mullumbimby and Bangalow) and one nearing completion (Federal Village). All four have been based around initial Movement and Access studies and are focussed on town centres and civic space that make it easier for people to come to and move around town without a car.

Place making is the business of implementing Masterplans with Council supporting a number of place planning groups.

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In recognition of the priority of people and business for town centres, TfNSW has developed a Movement and Place framework where road corridors are prioritised for people or vehicles or a combination of both. For example, the M1 Motorway would be prioritised for movement of vehicles whereas a town centre can give priority to place features such as people, outdoor meeting places and commerce.

Council will continue to undertake place planning and will develop and deliver a program of place plans for key locations as well as:

Use travel demand planning that make it easier for people to choose active movement such as

- Car free Sundays
- Working with market and event managers to provide priority access for active and shared transport.
- Providing the community with information and services that help people to choose sustainable transport.

Adapt the planning system to reflect community preferences for 'place' features so as to create active and shared transport routes in and around town and village centres that are central, direct and convenient.



Figure 4.4 Byron Shire markets

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...cars out

The high visitation to our coastal towns in particular puts stress on our roads, but also creates an increasing demand for parking in town centres with limited space. To encourage sustainable transport choices that help to keep the experience of visiting towns and villages pleasant and memorable, Council will:

- Ensure that existing parking is providing the highest level of turnover and service through regular parking scheme reviews.
- Work with place planning groups to create peripheral parking areas that help to distribute parking away from, but safety linked to town and village centres.
- Develop park and ride opportunities to give commuters, visitors and event patrons sustainable choices especially during peak periods with priority in the Ewingsdale Road and Coastal corridors.
- Use pay parking in place planning and to encourage motorists to choose sustainable alternatives.
- Provide targeted facilities in parking areas such as EV charging, share car and mobility spaces.

Safe access for all

Safe access is vital in all our daily lives for work, play, social contact and getting to the services we need. Ensuring the movement needs of mobility challenged, aged, socially isolated and vulnerable people are met is to ensure maximum inclusion and community wellbeing.

To better understand community movement expectations and needs Council will do this by partnering with;

- Neighbourhood and Community Centres,
- Community organisations such as Social Futures,
- Government agencies,
- Access Panel,

As noted above, the reasons for movement patterns associated with 'non-work' trips is not well understood. Council will sponsor a research project focusing on local and regional non-work trips to overcome this knowledge gap.

4.2 Future Direction 3: Public transport

Increase public/shared transport use by providing priority infrastructure connected to pedestrian and cycle links and by partnering with transport agencies and providers to improve services

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Figure 4.5 Access to public transport

4.2.1 Desired Outcome 5

Public transport across Byron Shire is convenient, regular and easy to access.

4.2.2 Desired Outcome 6

Key regional destinations such as Lismore, Tweed Heads, Ballina and services such as hospitals, airports and universities are readily accessible by shared / public transport from Byron Shire

Principles for building public transport patronage

Connectivity: Services that connect with other services and active links.

Regularity: There is sufficient choice of services that make public transport a time efficient choice, weekends, evenings and public holidays included.

Convenience: Facilities are close at hand and have priority links to town centres that are as, or more convenient as driving and parking a car.

Access: Buses are adaptable to all needs while facilities such as bus stops and interchanges are safely located, sheltered and can be used by all abilities

Public transport can support our road network in many ways.

- Diversifying transport infrastructure and services in the Coastal and Bruxner corridors as discussed in Part One.
- Provide alternatives to car travel for visitors and residents.
- Ease pressure on congested roads, notably around the M1 interchange at Ewingsdale.

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Public transport can support civic precincts and town centres to create space for and prioritise desired place features.

Town bus services that provide convenient stops in town centres can reduce the number of cars circulating and reduce the demand for parking. Transport interchanges located adjacent to town centres help to make public transport easier to access, expand travel options and support active movement choices.

Public transport is vital for sustaining community life.

For those who have to rely on public transport the lack of regular services can impact heavily on education, training, employment opportunities and wellbeing through lack of social contact, access to health and other services. Commerce in town is not maximised where a proportion of the population have limited access to retail services.

Current levels of service in Byron Shire are generally poor.

There are circulating 'town services' in the Brunswick Valley and Byron Bay catchments, however these only operate a regular service weekdays with no evening, very few weekend and public holiday services.

Connections within the Coastal Corridor between southern locations (Byron Bay/Bangalow) and northern locations in the Brunswick Valley are more limited. In many parts of the hinterland there are no services especially during school holidays when school buses are not running. See case studies on connections between Mullumbimby and Byron Bay and Mullumbimby and Lismore for details.

What is Council's role in public transport development?

Generally, in Byron Shire the NSW Government is responsible for public transport services and Council is responsible for the infrastructure used by services, with the exception of the rail corridor, M1 Motorway, Lismore/Bangalow Road and Ewingsdale/Broken Head Road that all remain under State control.

It is clear from Council's regular Community Survey and Community Strategic Plan the community want Council to play a more active role on public transport development. There are a number of ways this could be achieved.

- As per discussion and priority project in Part One, a key and ongoing role for Council is to lead regional advocacy for diversified infrastructure such as rail in the Coastal Corridor and more immediately for increased public transport services.
- Through its ongoing engagement with the community and the information gathering tools proposed in Moving Byron, Council is in possession of significant local perspectives that can better inform State Government on the delivery of improved public transport.
- Council can apply these local perspectives and above principles to design of roads, paths, cycleways and facilities that provide public transport access with bus bays, shelters and priority lanes.
- There is considerable scope to adapt Council's planning and assessment system to ensure future land use is planned in a way that can reduce car dependence and ensures that development builds in public transport infrastructure and access as discussed further at Future Direction 4.

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- Council can actively seek funding for public transport infrastructure and service development including where appropriate by linking public transport development outcomes to projects and grant applications.

Big picture public transport challenge

Diversify public transport infrastructure and expand services in the Coastal and Ewingsdale Road corridors to provide sustainable transport options, particularly for day trippers and visitors transiting through Gold Coast Airport.

In the long term this would be best achieved by rail link as it would provide the greatest support to the road network. In the short to medium term express shuttle buses have potential to intercept significant numbers of visitors.



Figure 4.6 Mullumbimby train station

Case Study

Skybus: Connection, Convenience, Integration, Success.

Visitors to Melbourne Airport will probably be familiar with the Skybus express airport services situated immediately at the front door as the most convenient transport option to or from the city centre (Southern Cross interchange). Skybus carries over two million passengers a year and 8.3% of all Melbourne Airport travelers.

The service operates 365 days of the year on a 10 minute interval between 6am and midnight (20 minutes otherwise) and is competitive with taxis on price as well as journey times as it has priority access in peak times.

Skybus: Strategic transport planning to support the road network

The main link between the city centre and Melbourne Airport is the Tullamarine Freeway that is regularly at or over capacity and has had a number of upgrades during the period of Skybus operations commencing in 1978. Compared to the 7,000 plus taxi trips a day carrying airport passengers on the freeway, Skybus takes up substantially less road space and recently improved on this by introducing double decker buses that also use no more fuel.

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Patronage success is built on convenience, value and connectivity, however there are clear benefits to the Victorian Government and community from a \$20 million partnership struck with Skybus in 2002 that allowed the Government to defer construction of a rail link to the airport, a project now under construction.

A further benefit for both patrons and government is the convenience of the city loop, metropolitan and regional rail networks only metres away from the undercover interchange located within Southern Cross Railway Station. Hotel and suburban airport transfers also connect with Skybus at the interchange with trams, footpaths and taxis all at the front door.

This integration with other public, shared and active movement choices means there is a knock on benefit as car journeys are avoided across the broader transport network as travelers fan in and out through the suburbs and regions.

In 2018, Skybus introduced an express service between Byron Bay and Gold Coast Airport. There is scope to build demand through better connection and coordination with local transfer services, share car and ride services. Priority access to avoid congestion would also help attract patronage.

Proactive public transport development in the near term

Council will partner with agencies to investigate, fund and trial innovative services in Byron Shire such as

- on demand
- shuttle buses
- automated buses

Trials will be designed to improve services between the south of the Shire and Brunswick Valley and also linked with easy to use digital apps to make them more accessible.

Trials will also prioritise options that can promote a shift away from car use in the Ewingsdale Road and Coastal corridors including consideration of on rail options as part of multi use activation of the rail corridor.

Council will establish a Sustainable Transport Working Group (STWG) with TfNSW, transport operators, community and Councillor representatives. The focus of the STWG is on services and an application of the patronage building principles so as to;

- Expand patronage, existing services and hours of operation
- Develop new routes including hinterland and village connectivity
- Make transport information more accessible
- Participate in trials
- Use digital technology for marketing and service support
- Consider ways to capture new market segments such as visitors
- Recommend priority infrastructure and facilities that support service
- Regularly review public and shared transport services across the shire for, connectivity, convenience, regularity, accessibility, service gaps.

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Bruxner Corridor a jobs and services connector

While the Coastal Corridor is dominated by visitor movement, the Bruxner Corridor linking Byron Bay, Ballina, Bangalow, Lismore, Casino and the New England Highway at Tenterfield remains the more significant movement corridor for Byron Shire residents in their daily lives. Lismore is the regional hub with major hospitals, Southern Cross University, schools, government, agricultural, retail and other services.

Public transport in the Bruxner Corridor is very poor. There is a circulating town service on weekdays between Byron Bay and Ballina, however few options connecting Lismore with Byron Shire, especially the Brunswick Valley. This contributes to high car dependence and traffic congestion at the Ewingsdale M1 intersection with the Coastal corridor during peak periods.

Council can lead on public transport development in both the Bruxner and Coastal corridors through advocacy, preparing reports for the Northern Region Joint Organisation (NRJO) and convening regular transport forums focused on regional trip generators (eg Airport, University), local government and transport providers.

Part time public transport presents opportunity

Twice a day, morning and afternoon a fully functioning integrated public transport system operates across Byron and neighbouring shires. The school bus system provides around 10,000 students with an actual or virtual door to door pickup and delivery service often relying on one or more connecting buses to travel beyond the Shire boundary. Outside of pre and after school periods, most of these buses are idle.

An opportunity exists to harness this under-utilised school bus fleet, drivers and operators to expand services outside school hours. Especially in hinterland locations, school buses are used by general travelers due to limited other services. In addition, some of the school bus services are also general services that do not run during school holidays or on weekends and public holidays. Expanding services to include these additional days would provide more options for commuting and help build patronage.

There would also be the potential for some of these buses and their drivers to participate in trials.

Shared transport supports public transport

Convenient location of kiss and ride bays, car, bike and ride share facilities close to transport interchanges and facilities helps to reduce demand for parking and also promotes public transport as part of 'multi modal' travel experiences that can appeal to both residents and visitors. Council will;

- Expand share transport facilities at transport hubs, town centres, villages and other strategic locations,
- Give priority to facilities and access as part of parking management,
- Review development controls and policies to promote shared transport in place and land use planning.

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Research and funding for public transport development

These public transport initiatives can be informed by further research, data collection and review of Council strategies to better understand the trip generators and movement patterns of a range of traveler groups in the community.

- Non-work trips
- Visitors
- Commuters
- Mobility challenged
- Leisure

Persistent advocacy is required for increased public transport services as well as funding to assist Council to undertake these public transport development projects.

Other funding options for public transport development and infrastructure include pay parking revenue as discussed in the section on Future Direction 2 and including public transport in developer contribution plans as discussed in the next section on Future Direction

4.3 Future Direction 4: Planning for sustainable transport

The transport system drives sustainable development where active and public transport are prioritised and supported by an adaptable planning system.



Figure 4.7 Brunswick River mixed use bridge, Brunswick Heads

4.3.1 Desired Outcome 7

New development is connected by and easily accessible by active, public and shared transport

Planning for sustainable transport development

Council can shape transport networks and their ability to deliver services and sustainable outcomes to the community by the approach taken to long term residential and business land use planning.

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Development that is sprawling tends to increase car dependence as the distances people have to travel in daily life are greater. On the other hand, development that is contained with services close by can make it easier for people to walk, cycle or catch public transport.

Council can undertake informed planning by incorporating Corridor Mapping and other resources from the toolkit into planning processes to influence transport outcomes for new development as follows.

- Review and update land use strategies for residential, rural residential and business and industrial land use to provide for future land release patterns that are contained, close to services and affirm sustainable transport choices.
- Amend LEP clauses and zoning maps to reflect updated land use strategies as above.
- Review and amend Development Control Plans to build prioritised, connected active and public transport infrastructure into new development.
- Review and amend Development Control Plans to promote design outcomes that better reflect zone objectives that reference sustainable transport such as for Zone B2 objective to 'maximise public transport patronage and encourage walking and cycling'.

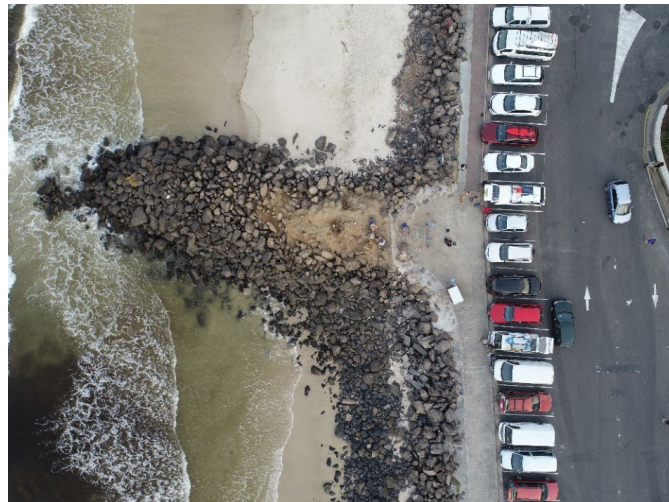


Figure 4.8 Planning for less car dependence

Planning controls can also be used to influence travel preferences and set the conditions for people to choose sustainable transport.

Travel Demand Management assessments can consider how the transport movements associated with development can best be diversified towards alternatives to cars. They can be used and included in:

- Development Control Plans
- Standard conditions
- Strategic land use planning including planning proposals
- Development and events that are significant trip generators

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- Subdivisions and new land releases
- Place making and master planning for strategic locations

Planning options for services such as local shops, corner stores, playgrounds and cafes within neighbourhoods reduces the need to drive elsewhere for a range of everyday needs and entertainments.

Under business as usual conditions, traffic impact assessments that inform transport infrastructure requirements for new development tend to prioritise vehicular traffic. There are many reasons for this, one being that often only cars are counted when looking at the performance of a road. To this end Council will amend the assessment criteria to incorporate the following:

- Counts for pedestrians, cyclists and other road users.
- Measures that address risks to all road users (including pedestrians and cyclists)
- The provision of public transport facilities
- Travel Demand Management strategies

Plans to fund sustainable transport choices

Developer Contributions Plan (aka s7.2 plan) are an important mechanism that can deliver active and public transport infrastructure and facilities through the planning system. Council is currently undertaking a review of the plan to consider how public transport can be included as a category for which contributions can be collected.

As suggested in the previous section, there is a case for public transport development projects proposed in Moving Byron to also be included for funding under the plan.

A review of the s7.2 plan can also ensure that other infrastructure funded under the plan is adapted to diversified transport. For example, how well do open space and community facilities cater to active and public transport connectivity and access?



Figure 4.9 Shared paths around Byron Shire

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4.4 Future Direction 5: Safe Access

Safe access within movement corridors encourages a shift away from car dependence and supports a diverse range of movement needs in the community.

4.4.1 Desired Outcome 8

People are able to move safely around Byron Shire

Principles

To effectively reduce car dependence, safe access through key corridors in hinterland areas and approaches to towns and villages is required for active and public transport. There are a number of existing challenges that need to be overcome to achieve this.

Constrained hinterland roads

The topographical features of much of the hinterland road network means that there is a high reliance on 'trunk' routes and roads that service valleys as a necessary part of all travel whether by car, bike, walking or catching a bus. Many of these roads are on old formations, have narrow pavement widths and often little or no shoulder making it difficult for walkers and cyclists. School and other buses cannot pull over in many locations. Ecology, topography and funding often make the provision of more spaces on hinterland roads difficult to achieve.



Figure 4.10 Shared use of narrow hinterland roads around Byron Shire

Visitation and development

Increasing visitation and development in hinterland areas is leading to higher vehicle numbers using these constrained sections of the network, particularly in peak periods. It is also during these periods that school bus services are operating with students waiting for collection or being dropped off on roadsides without facilities.

Along these trunk routes meeting points at various intersections are obvious, particularly as drop off points for school buses as well as informal park and share ride commuting. Other services

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delivered by the hinterland road network, such as rubbish collection, postal, water delivery flag these roads as increasingly having both movement and place features.

A fresh look at hinterland roads

There is a need for a reassessment of the hinterland road network so it is able to effectively deliver services to the community and ensure safe access for all present in the road reserve. In particular where risks to active road users and school students are heightened by the constrained nature of the road.

Previously when traffic numbers were lower, the roads were primarily managed as movement corridors. Under current conditions, place features need to be acknowledged as does the presence of significant numbers of vulnerable road users during peak periods.

Council will;

- Undertake corridor mapping of key hinterland trunk routes to identify 'constrained' road segments and inform movement and place planning.
- Review speed limits on high risk constrained segments of the hinterland network to ensure safe and equitable access for all road users.
- Advocate for better recognition of hinterland trunk routes as needing to meet the access needs of all road users and to adapt NSW Speed Zoning Guidelines.
- Employ a Road Safety Officer to work with the community to build road safety programs, resources and place plans as well as assist with the delivery of *Moving Byron*.
- Use corridor mapping to inform a priority funding plan of hinterland connection nodes such as bus transfers, road intersections, halls and schools that can be made safer with improved facilities such as bus bays, kiss and ride, shelters and signage.

Motorway crossings

A significant impediment to active movement between the hinterland and the coastal parts of the Shire is the lack of safe movement over the M1. There is only one dedicated pedestrian access over the M1 in the Shire, a grade separated covered pedestrian bridge linking Ocean Shores and Billinudgel. At five of six other crossing points, cyclists and pedestrians have varying degrees of paths available (some quite narrow) but have to negotiate roundabouts with varying degrees of accessibility. There is no connected pedestrian access at the Ewingsdale Interchange.

Council will advocate for priority upgrades of safe accessible M1 crossings for pedestrians and cyclists.

Transition zones to town and village centres

Current NSW Speed Zoning Guidelines have not proven sufficiently adaptable to be able to provide for lower speeds on approaches to town and village centres. Of particular note are regional roads under State control at Bangalow and Suffolk Park where speed zone reviews have not supported reductions.

At Suffolk Park, Broken Head Road dissects the community including along the village centre boundary at Clifford Street on the eastern side while community sporting and recreational facilities are located on the western side.

At Bangalow, Lismore-Bangalow Road approaches the village from the West adjacent to a residential area with a constrained intersection at Rifle Range Road with school bus conflicts and

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poor pedestrian access. The community have repeatedly requested that the 50 kph zone be extended further to the west to incorporate this segment.

As part of the review of NSW Speed Zoning Guidelines sought in relation to hinterland roads, similar adaptability is sought for 'transition zones' where roads dissect communities or where there is proximity to

- Residential precincts
- Formal or informal active movement on road approaches to villages
- Schools, bus stops, sports fields, community facilities

To support this, Council will create Transition Zone Maps for all towns and villages to be incorporated into Movement and Place and Master Plans

Neighborhoods

Safe access in urban and coastal precincts can be compromised due to heavy visitor traffic and demand for parking. Council will create an easy to use resource kit to assist neighborhoods to develop localised Movement and Place Plans.

Local Traffic Management Plans that are part of place planning processes can be used to help calm traffic and put in place infrastructure to ensure that pedestrian and active movement is supported for safe access.



Figure 4.11 Byron Shire typical parking issues

4.5 Future Direction 6: Sustainability

Responding to climate change provides the opportunity to diversify transport infrastructure that promotes environmental and financial sustainability

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Figure 4.12 Walking track at Cape Byron National Park

4.5.1 Desired Outcome 9

Byron Shire's transport network is adapted to support and move towards climate sustainability

Towards zero emissions

Greenhouse gas emissions from Australian transport in 2018 reached 102 million tonnes of carbon dioxide (MtCO₂) and continues to be the fastest rising contributor to overall emissions since 1990. As part of the response to the climate emergency declared by Byron Shire, there is a need to reduce emission at the local level. Together the Future Directions of the Moving Byron strategy to reduce car dependence and a shift to active and public transport will help to reduce emissions from the Byron Shire transport network.

Council will also work with the community to quantify and reduce local emissions.

- Support community group Zero Emissions Byron to develop a transport sector emissions inventory for Byron Shire.
- Collaborate with Zero Emissions Byron to develop a community transport emissions reduction plan that supports Moving Byron.
- An action plan has been adopted to monitor and help reduce emissions from Council operations including the delivery of transport infrastructure.
- Implement actions D2, D5 and E4 of Council's Net Zero Emissions Action Plan for Council Operations 2025:

D2 – Conduct Councillor and staff education on carbon monitoring and offsets

D5 – Develop an emissions disclosure framework for Council staff

E4 – Investigate alternative materials for construction of infrastructure.

The community has access to electric vehicle charging stations already installed in a number of locations such as the Byron Bay Library and Mullumbimby Council administration. Council will investigate e-bike charging opportunities at Council owned charging stations.

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An expansion of charging stations will be supported with incentives for the installation of private and commercial electric vehicle charging stations in the Shire including amendments to Development Control Plans (DCPs).



Figure 4.13 Byron Rail Corridor

4.5.2 Desired Outcome 10

Byron Shire's transport network and connecting regional networks are financially sustainable while meeting the movement needs of residents and visitors

Financial sustainability

A key reason for taking a big picture view of our transport network is so that Council and the community are best informed about the future financial sustainability of infrastructure investment decisions made now.

Financial sustainability for transport projects has many dimensions that need to be considered over the longer term.

- **Affordability** - How is the initial investment to be funded?
- **Maintenance** - Are ongoing costs of maintenance realistically assessed and able to be funded into the future?
- **Demonstrable benefits** - Are the diverse range of individual and community transport needs met?
- **Strategic goals** - Does the investment reduce car dependence, promote active and public transport that support the road network to deliver services to the community.
- **Opportunity costs** - Does the investment draw funding away from other community priorities?
- **Referred costs** - Are there negative impacts and knock on costs to the community such as increased demand for parking or reduced amenity, safety or access?

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- **Accounting for environmental impacts** - Does the project avoid, offset and account for impacts on the natural environment?



Figure 4.14 Financial sustainability of ongoing road maintenance

Emerging risks

A number of big picture risks are apparent from the discussion in Part One.

1. Singular reliance on the M1 Motorway as a conduit for all local and regional transport needs in the Coastal Corridor into Queensland concentrates movement creating bottlenecks and congestion around intersections with the Motorway, particularly at the intersection of the Coastal and Bruxner corridors at Ewingsdale.
2. Lack of diversified transport infrastructure and service options, particularly in the Coastal Corridor into Queensland further entrench car dependence and reliance on the Motorway to meet all transport needs.
3. Costs to 'fix' bottleneck congestion and respond to demand for more road space and parking draw funds away from other transport priorities including local roads and public transport.
4. Ongoing projects that expand active links and people focused town and village centres are overwhelmed by continuing high traffic volumes due to induced car dependence for regional movement.

Without a circuit breaker, these trends are likely to undercut financial sustainability over the longer term when measured against the criteria above. A key factor being the need to bring forward high cost bottleneck projects more likely to compound existing problems than support Moving Byron Future Directions.

These choices are already very real as demonstrated by a high level comparison of two projects that exemplify a 'business as usual' approach versus a potential strategic circuit breaker.

- Business as usual project - Augmentation of M1 Interchange and widening Ewingsdale Road to McGettigans Lane.

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- Circuit breaker project - Multi-Use Rail Corridor Activation incorporating cycling, walking and rail shuttle in rail corridor, hi-rail option.

Table 4.1 Project Comparison

	Augmentation of M1 Interchange at Ewingsdale	Multi-Use Rail Corridor Activation
Project description	Storage of queuing vehicles off the M1 by way of additional ramps at interchange and widening Ewingsdale Road to McGettigans Lane.	Active and rail use of rail corridor from Bangalow to Billinudgel.
Estimated cost	\$78 million	Option 1. Bangalow to Billinudgel \$31.4 million Option 2. Mullumbimby to Byron Bay \$12.6 million
Strategic consideration	Improve safety on M1 by removing queuing traffic from impeding transit lanes.	Diversifies sustainable transport infrastructure and service options.
Reduces car dependence	No	Yes by providing alternatives to car travel.
Promotes active movement	No. Currently no plans to connect pedestrian accsss to cross the M1.	Yes. Walking and cycling paths included in corridor activation.
Promotes public transport	No. Proposal involves no public transport infrastructure.	<ul style="list-style-type: none"> • Rail activation provides opportunity for public transport. • Hi rail buses can be adapted for on demand and flexible services.
Reduces demand for parking in towns and villages	No.	Can be part of parking management and Travel Demand Planning that can also incorporate park and ride.

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	Augmentation of M1 Interchange at Ewingsdale	Multi-Use Rail Corridor Activation
Supports the Byron Shire Road network	<ul style="list-style-type: none"> Improves safety on the M1. Shifts queued traffic to interchange ramps and Ewingsdale Road. Longer travel times for east-west commuter flows along the Bruxner Corridor due to reduced priority. 	<ul style="list-style-type: none"> Eases increasing congestion and pressure on the road network. Diversifies transport infrastructure and travel options. Improves connectivity of active and public transport. Long term financial benefits to Council and community from reduced maintenance pressures and longer periods between major upgrades.
Addresses the 'big picture' challenge identified in Part One - providing alternative transport options for regional travelers, particularly cross border visitors in the Coastal Corridor.	No.	<ul style="list-style-type: none"> Rail options in activated corridor with potential to connect towns and villages with longer term rail link to Queensland and Gold Coast Airport. Supports development of alternatives to car transport including experience based options tailored to appeal to visitors.
Reduces congestion on M1	Yes	<ul style="list-style-type: none"> Impacts need to be further understood to confirm this option will reduce congestion.

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Network investment and maintenance

A key measure of financial sustainability is the extent to which the Moving Byron Future Directions can promote a shift away from car use that allows Council to maintain levels of service on the road networks with longer periods between the need for major upgrades. To achieve this and drive Moving Byron Council management will;

1. Articulate Regional priorities.
2. Strengthen partnerships with State and Federal agencies and actively seek funding for *Moving Byron* projects.
3. Harness parking fees as an important revenue source to fund capital works and maintenance for active, public transport, parking management and Travel Demand Strategies.
4. Identify opportunities to hand infrastructure back to state government.
5. Build a framework for selecting projects for delivery consistent with *Moving Byron* Future Directions that considers long term financial, environmental and climate sustainability
6. Develop a method for monitoring and evaluating project performance against *Moving Byron* Future Directions.
7. Build partnerships and work with technology providers and innovators to expand knowledge and identify opportunities.
8. Consider adopting a Smart Byron framework for leveraging new technologies and approaches to sustainable infrastructure management.



Figure 4.15 Shared paths around Byron Shire

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4.6 Future Direction 7: The way forward

Clarity of process, regular review and funding pathways empower the Community to engage with Council for successful implementation of Moving Byron.

4.6.1 Desired Outcome 11

Council delivers Moving Byron

As a high level strategy, Moving Byron sets future directions with a plan of action, rather than a detailed blueprint. The plan is best viewed as an adaptable living document that can be carried forward to 2042 with timing and progression of detailed actions to be a matter for consideration of Council within a broader governance framework.

Governance establishing a clear custodian role that ensures actions can be prioritised and progressed with robust stakeholder and community engagement is critical to keep the strategy moving forward. In the first instance, a necessary task will be to review the timeframes in the Action Plan and align projects and actions with budgets, operational and delivery plans.

Councils newly formed Moving Byron Committee will have a constitution that will:

- Ensure strategic focus and early engagement
- Include implementation role and plan for Moving Byron

Council may consider expanding stakeholder and community representation on the Moving Byron Committee and or using Project Reference Groups for specific projects.

A Rail Activation Project Team (RAPT) is to be established on adoption of Moving Byron for priority discussions with TfNSW on progression of the project (Desired Outcome 2) with TfNSW.

An initial level of cross directorate co-ordination and capacity building will provide a solid basis to align project criteria and assessment tools, particularly between Infrastructure Services (IS) and Sustainable Environment and Economy (SEE).

A cross directorate Working Party (WP) is proposed for an initial two year period to resolve the following

- Co-ordinating shared Moving Byron actions
- Development of a shared timeline
- Scope and criteria for Corridor Mapping to ensure consistency of use in land use and infrastructure planning
- Creation of toolbox of resources for place and infrastructure planning
- Identify data collection and research priorities
- Harmonise technical and planning approaches to transport Infrastructure
- Review of planning instruments (eg dcpa) for exhibition
- Liaise with the RAPT
- Report resourcing needs to the Moving Byron Committee

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It will be a focus of the Working Party to encourage greater collaboration between Council, TfNSW, service providers and key stakeholders.

The Constitution of the Access Panel will be reviewed to acknowledge the Panel as a key stakeholder group with both direct engagement and representative Panel members on other PRGs etc to be options used as needed.

Council to initiate an annual Transport Forum for community and stakeholders that focuses on active and public transport issues and needs.

Expanding community engagement and information

Other options can be included as required;

- Deliberative democracy such as citizens' juries for big or difficult issues
- Project Reference Groups (PRGs) that allow for community and stakeholder participation in specific projects.
- A high level 'bounce group' for Moving Byron reviews and major projects.

Establish Moving Byron landing page on Council's website to include:

- Moving Byron
- Fact sheets
- Transport information
- Reports, studies and other transport resources
- Portal for engagement

Reporting and reviews

Council will receive reports on progress of Moving Byron as follows;

- Moving Byron Committee meetings and recommendations.
- Annual progress report to Council.
- Reports on major projects and issues as required.

Review of projects and actions that are in progress will be undertaken as part of budget, Operational/Delivery Plan and Community Strategic Plan processes.

A five year progress review to identify possible improvements to Moving Byron that can better achieve outcomes aligned to the Future Directions.

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Funding priorities - year 1

The following actions are considered as 'priority actions' for budget allocations in the next available budget cycle after adoption;

- Project development budget for priority project (Desired Outcome 2)
- Operational support for the Rail Activation Project Team (RAPT) and cross directorate Working Party (WP)
- Action 5.2.9 Jonson Street Bus Bay
- Action 8.2.3 Bangalow and Suffolk Park 'transition zone 'reviews.
- Action 8.2.4 Place Planning for Suffolk Park
- Actions 1.1.3 and 8.1.2 Employment of Road Safety and Transport Officers

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Part 3

Action Plan

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5. - Action Plan

5.1 Glossary

Internal Stakeholders Acronyms

AP	Access Panel
BSC	Byron Shire Council
COMS	Communications Team
CCS	Corporate and Community Services Directorate
ET	Executive Team (GM, IS, SEE, CCS)
GM	General Manager Directorate
IS	Infrastructure Services Directorate
LTC	Local Traffic Committee
PPC	Place Planning Collective
PPT	Place Planning Team
RSO	Road Safety Officer
SEE	Sustainable Environment and Economy Directorate
TIAC	Transport and Infrastructure Advisory Committee
TO	Transport Officer
WP	Working Party
Planners	Planning Team

External Stakeholders Acronyms

BC	Business Chambers
CO	Community Organizations
Community	Community
DB	Destination Byron
LMPs	Local Member of Parliament
NC	Neighborhood Centre's
NRJO	Northern Rivers Joint Organisation
SAFM	State and Federal Ministers
SP	Service Provider
TfNSW	Transport for New South Wales
TO	Tourism Organizations
TP	Transport Providers

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5.2 Future Direction 1

Table 5.1 Lead, engage and partner with all levels of government, the Community and transport planners in the development of a sustainable regional transport network that supports local roads to deliver services to our community

Desired Outcomes	Policy Focus	Actions	Key Stakeholders and Timeframe
1. A plan for a sustainable road network that operates efficiently and safely for a diverse range of users over the long term.	1.1 A diversified transport network provides multiple travel options that are connected, accessible and encourage a shift from car dependence to ease demand and financial sustainability pressures on road networks.	1.1.1 Apply strategic principles to transport infrastructure planning that can deliver a transport network that is sustainable and caters for diverse users. <ul style="list-style-type: none"> Look beyond business as usual to identify and plan for long term challenges. Value diversity and adaptability to drive sustainability. Prioritise people and goods movement ahead of vehicle movement. Evaluate roads as movement and service corridors that deliver more than car carrying capacity alone. Engage community as a key resource and have regard for local perspectives. Ground truth project and transport network assumptions. 	BSC, GM, IS, SEE, CCS, ET, TIAC Immediate
		1.1.2 Develop a toolbox of resources that assist Council to manage road networks sustainably and support the Community to shift towards sustainable movement choices.	WP, IS, SEE, CCS, TIAC, PPC Years 1 and 2
		1.1.3 Council to employ a Transport Officer (TO) to support delivery of Moving Byron and assist the community.	BSC, IS, ET Immediate
		1.1.4 This Desired Outcome is supported by the Moving Byron Future Directions: <ol style="list-style-type: none"> Lead, engage and partner with all levels of government, the Community and transport planners in the development of a sustainable regional transport network that supports local roads to deliver services to our community. Deliver and manage a diversified transport network for Byron Shire that encourages an overall modal shift away from private car use towards active and shared transport choices that make a positive contribution to the amenity, well-being, and sustainability of our communities. Increase public/shared transport use by providing priority infrastructure connected to pedestrian and cycle links and by partnering with transport agencies and providers to improve services. The transport system drives sustainable development where active and public transport are prioritised and supported by an adaptable planning system. Safe access within movement corridors encourages a shift away from car dependence and supports a diverse range of movement needs in the community. Responding to climate change provides the opportunity to diversify transport infrastructure that promotes environmental and financial sustainability Clarity of process, regular review and funding pathways empower the Community to engage with Council for successful implementation of Moving Byron. 	BSC, Community Immediate

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	1.2 Understand the full range of social and economic benefits distributed across and delivered within movement corridors to drive sustainable transport planning.	1.2.1 Undertake a program of Corridor Assessments to identify the surrounding access connections, service functions, human movement patterns and emerging challenges within each road corridor.	IS, TIAC, BSC Program delivery from year 2 and as required once criteria agreed.
		1.2.2 Incorporate Corridor Assessments into high level mapping showing the balance of "movement" and "place" features that support this Strategic Direction.	WP, IS, SEE, PPC Year 2 and as required once criteria agreed
		1.2.3 Incorporate Corridor Assessments and Movement and Place Maps into infrastructure and forward development planning.	IS, SEE, PPC As required
	1.3 Recognise the benefits and impacts of regional and national road networks as they intersect with and feed into local road networks.	1.3.1 Deliver priority Corridor Assessments and Integrated Movement Plan for Ewingsdale corridor and M1 intersection of Coastal and Bruxner movement corridors. See Desired Outcome 2.	BSC, TfNSW Year 2
		1.3.2 Through regular forums, the NRJO and approaches to local MP's, articulate and lead on the need to plan for a rail connection and better public transport links with Southeast Queensland to: <ul style="list-style-type: none"> Diversify transport infrastructure within the Coastal Corridor Better manage demands on local road networks Connect and promote public transport Meet the transport needs of locals and visitors 	GM, BSC, ET, IS, CCS, LMPs, TfNSW Immediate and ongoing
		1.3.3 Proactively advocate to, and partner with governments, agencies, and key stakeholders for better alignment of federal, state, and local transport infrastructure planning that <ul style="list-style-type: none"> Reduces car dependence delivers a mix of transport infrastructure Promotes financial sustainability 	BSC, IS, GM, CCS, LMPs, TfNSW Immediate and ongoing
	1.4 Actively work to share local perspectives with TfNSW, other agencies and community in achieving the Moving Byron Desired Outcomes.	1.4.1 Continue priority discussions with TfNSW to develop a sustainable Movement and Place Strategy for the Ewingsdale Road corridor and M1 interchange.	GM, BSC, ET, IS, SEE, CCS, TfNSW Immediate and ongoing
		1.4.2 Establish a Roundtable of relevant community groups, transport agencies and local government to identify and resolve local and regional transport issues and policy barriers.	BSC, ET, IS, SEE, CCS, TfNSW, COMMUNITY Immediate and ongoing

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		<p>1.4.3 Partner with relevant local sustainability groups and businesses to coordinate a 'Big Picture Sustainable Transport Forum' to:</p> <ul style="list-style-type: none"> Identify visitor 'product' and opportunities based around sustainable transport. Develop strategies to promote sustainable transport to visitors. Consider coordinated marketing program that highlights a sustainable 'way to the Bay'. 	<p>SEE, CCS, IS, BSC, DB, BC, Community</p> <p>Year 1</p>
	<p>1.5 Travel Demand Management Strategies supports planning for a shift away from car dependence and towards active, shared, and sustainable transport modes.</p>	<p>1.5.1 Target Behavioral Change through helping the community plan their journey with tools that inform sustainable transport choice</p>	<p>IS, CCS, RSO, TO, TIAC, Community</p> <p>On employment of TO</p>
		<p>1.5.2 Develop Travel Demand Management as a toolbox that can assist the community to choose sustainable movement and includes</p> <ul style="list-style-type: none"> Travel Demand Management Strategies, Travel Access Guides, Travel Plans 	<p>IS, CCS, RSO, TIAC, TO</p> <p>Ongoing</p> <p>Resource kit from year 2</p>
		<p>1.5.3 Travel Demand Management is incorporated into assessment for significant developments and activities (such as Events) as well as community-based place and master planning for locations (towns, villages) and hubs (such as schools, retail centres, hinterland bus connector points).</p>	<p>BSC, IS, CCS, SEE</p> <p>Place planning year 2</p> <p>Planning assessment 2-5 years as amended DCPs are adopted</p>
	<p>1.6 Road Access and Safety Principles support transport infrastructure that meet a diversity of access needs by providing safe sustainable transport choices and aligns with the national goal of Towards Zero – zero deaths and serious injuries across our transport network.</p>	<p>1.6.1 Create a Road Access and Safety Procedure that compiles relevant policies and tools into an accessible resource for Council and the Community.</p>	<p>RSO, IS, TO, CCS, TIAC, Community</p> <p>Immediate</p>
		<p>1.6.2 Acknowledge the Access Panel as key stakeholders and provide opportunities for the Panel to help develop access and safety policies.</p>	<p>CCS, BSC, RSO, TO, AP</p> <p>At AP constitution update</p>
		<p>1.6.3 Incorporate and apply Road Access and Safety Principles (RASPs) into road infrastructure planning, design, delivery and maintenance with particular regards to 'Transition Zones', 'constrained' road segments and vulnerable road users.</p>	<p>BSC, AP, RSO, IS</p> <p>Years 1-2</p>
		<p>1.6.4 Embed Road Access and Safety Procedure principles (RASPs) into design protocols</p>	<p>IS, LTC, AP, RSO, TO</p> <p>Years 1-2</p>
		<p>1.6.5 As part of a Road Access and Safety Procedure develop a Safe Access on Constrained Hinterland Roads Guide that supports reduction of speed limits for hinterland roads where topography, formation, lack of shoulder, the presence of 'place' features (roadside stalls, rubbish collection, bus stops) and multiple users (cyclists, school buses, pedestrians, contribute to unsafe conditions or act as a deterrent to active movement.</p>	<p>BSC, IS, LTC, RSO, TO</p> <p>Year 2</p>

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		1.6.6 As part of a Road Access and Safety Guide, create a Transition Zone Guide that supports reduced speed limits and enhanced active movement.	
2. A priority project to diversify movement, infrastructure and service options in the Ewingsdale Corridor and support sustainable movement and access within Coastal and Bruxner corridors.	2.1 The rail corridor is activated for multi-use that provides expanded active and shared transport options catering to visitors and residents, <ul style="list-style-type: none"> reducing car dependence, reducing growing congestion around the M1 interchange, and reducing long term reliance on the M1 as the sole conduit for movement in the Coastal Corridor. 	2.1.1 Rail corridor activation is supported by the following project components that can be progressed separately <ul style="list-style-type: none"> Provide Park-and-Ride facilities conveniently located for visitors, residents, and commuters within the Ewingsdale and Coastal corridors. Expand public/shared transport priority and options in the road, rail and Coastal corridors. Ensure pedestrian and cyclist access over the M1 facilitated by upgrading and connecting pathways. The project is supported by the Moving Byron strategic directions, policy focus and actions outlined in this action plan. 	BSC, IS, SEE, CCS, ET, TIAC, Community, TfNSW, LMPs Ongoing
	2.2 Project planning for Multi-Use Rail Corridor activation.	2.2.1 Develop a project timeline and establish a project planning team that can provide regular reports to Strategic Planning Workshops, TIAC and Council.	BSC, IS, ET, TIAC Year 1
		2.2.2 Incorporate project (Desired Outcome 2) into Infrastructure Australia assessment for Ewingsdale Road/M1 priority listing and associated business plans.	IS, TIAC, TfNSW As project progresses
		2.2.3 Complete Corridor Assessments for the Ewingsdale and Coastal corridors.	IS, CCS, ET, BSC, TIAC As guided by Actions 1.4.1, 2.2.1 and 2.2.5
		2.2.4 Quantify long term quadruple bottom line costs of business-as-usual reliance on demand driven expansion of road networks compared to demand managed infrastructure diversification strategies that incorporate Multi-Use Rail Corridor activation as outlined in Moving Byron.	GM, IS, TIAC, ET, BSC Year 2

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		2.2.5 In conjunction with TfNSW prepare an Integrated Movement and Place Strategy for the Ewingsdale and Coastal corridors that can include the following: <ul style="list-style-type: none"> • Reduction in traffic congestion around the M1 and in the Ewingsdale Corridor. • Reduces car dependence. • Active, shared/public transport options that are convenient, connected and address poor links between Brunswick Valley and Byron Bay. • Connected Park and Ride facilities. • Solar Train extensions. • Rail shuttles for commuters, residents and visitors. • Parking management. • Trials of public transport including on demand, express and flexible options. • Appealing experiences for commuters, residents and visitors. • Bus/Transit lanes for Ewingsdale Road. • Align with the Byron Bay and Mullumbimby Masterplans and Movement and Place plans. • Reduction in traffic congestion around the M1 and in the Ewingsdale Corridor. 	GM, BSC, IS, SEE, CCS, TfNSW Ongoing
		2.2.6 Prepare a business case for rail corridor options.	GM, BSC, IS, ET, TIAC, TfNSW Year 2 or as guided by Actions 1.4.1, 2.2.1 and 2.2.5
		2.2.7 Proactively engage with state and federal governments to fund project investigations and components.	BSC, IS, GM, CCS, LMPs, SAFM Immediate and ongoing
		2.2.8 Canvass and engage with aspirant rail operators.	BSC, GM, IS, TIAC, ET Immediate and ongoing

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5.3 Future Direction 2

Table 5.2 Deliver and manage a diversified transport network for Byron Shire that encourages an overall modal shift away from private car use towards active and shared transport choices that make a positive contribution to the amenity, well-being, and sustainability of our communities

Desired Outcomes	Policy Focus	Actions	Key Stakeholders and Timeframe
3. People in Byron Shire choose active movement.	3.1 Prioritise expansion of walking, cycling and active movement network.	3.1.1 Deliver PAMP, Bike Plan and Master Plan priorities.	BSC, IS, SEE, TIAC Ongoing
		3.1.2 Review PAMP, Bike Plan & Master Plans every 4 years to align with Moving Byron directions and prioritise connecting. <ul style="list-style-type: none"> Transport hubs, community open spaces and facilities, school communities Mullumbimby to Brunswick Heads Bangalow rail corridor east west link Belongil to Main Beach foreshore Existing network segments 	BSC, IS, SEE, TIAC Every 4 years
		3.1.3 Incorporate priorities in 4 year and 10-year capital works program	BSC, CCS, IS Ongoing
		3.1.4 Leverage funding through grant opportunities.	BSC, IS, CCS, ET Ongoing
	3.2 Road crossings and associated pedestrian networks are connected safe and accessible for mobility scooters, cyclists, and pedestrians.	3.2.1 Continue rollout of priority projects in the Pedestrian Access and Mobility Plan (PAMP).	BSC, IS, CCS, AP, TIAC Ongoing
		3.2.2 Review of PAMP priorities every 4 years to ensure emerging issues can be addressed.	BSC, IS, CCS, AP, RSO, TO, TIAC Every 4 years
		3.2.3 Undertake project with Access Panel, place planning groups and key stakeholders to identify and resolve connectivity, accessibility, and safety issues.	AP, IS, CCS, SEE, PPT, RSO, TO, TIAC Project 1-2 years then ongoing
		3.2.4 Increase funding for PAMP projects by 15% annually in years 1-5 then maintain as a proportion of overall road funding to address backlog and ensure that residents can safely choose active movement.	BSC, IS, CCS, ET, AP Years 1-5
	3.3 Promote the uptake of active transport through providing facilities that make active transport a more enjoyable, safe, and convenient experience.	3.3.1 Develop a supporting facilities priority plan for: <ul style="list-style-type: none"> First / last mile connections End of trip facilities Shade and on route Highlight experiential features attractive to visitors, leisure riders and walkers. 	IS, TO, PPT, TIAC, Years 2-4
		3.3.2 Identify needs of various active user cohorts (commuter, visitor, leisure, non-work, public transport users etc.) when considering feasibility, priority, and funding models.	CCS, IS, BSC, TIAC, RSO, TO As required

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Desired Outcomes	Policy Focus	Actions	Key Stakeholders and Timeframe
4. The transport system supports the local lifestyle and tourism by delivering active, shared, and public transport infrastructure that helps reduce excessive traffic in town centres and neighborhoods.		3.3.3 Actively leverage proposals by linking to State and federally funded projects that align with strategic objectives, desired outcomes and Road Access and Safety Principles (RASP) (i.e., safer roads projects).	IS, CCS, ET, SEE, BSC Ongoing
		3.3.4 Create opportunities to promote benefits of active transport for users in <ul style="list-style-type: none"> Road Safety campaigns Social Media Way finding signage CSP and IPR frameworks Strategic partnerships 	RSO, IS, TO, COMS, CCS, TIAC Ongoing
	4.1 Use the Movement and Place Framework to plan shared community places that prioritise people over cars.	4.1.1 Prepare and deliver program of prioritised Movement and Place Plans for key locations that support master plan strategies.	BSC, SEE, PPC, Community Ongoing
		4.1.2 Use Travel Demand Management Strategies to increase use of shared and sustainable transport.	IS, TO, TfNSW, TP, TIAC Ongoing
		4.1.3 Trial 'Car Free Sundays'	TO, IS, CCS, TP Ongoing
		4.1.4 Work with market managers to provide priority access for active and shared transport.	GM, TO, IS, Markets Immediate
		4.1.5 Target Behavioral Change through helping the community, tourists, events, and businesses plan journeys with information about sustainable transport choices.	TO, CCS Ongoing
		4.1.6 Facilitate and encourage a shift towards more sustainable transport modes through Council's approvals, planning and certification processes	SEE, IS, BSC, Planners Year 2
	4.2 Parking is managed through effective controls that support Movement and Place Plans and are coordinated with other initiatives such as park and ride.	4.2.1 Consider the role parking management (including Paid Parking and peripheral parking stations on the fringes of townships) can play in funding and supporting active and public transport facilities when developing transport initiatives, activities, and place planning.	IS, TIAC, BSC, PPT Ongoing
		4.2.2 Use Pay Parking systems to encourage commuters to choose preferred transport corridors and transport modes.	IS, BSC, TIAC, LTC, TfNSW Ongoing
		4.2.3 Develop parking management strategies and parking scheme reviews for strategic locations, master plan strategies and activities to identify recommended parking controls and parking stations on fringes of townships to support pedestrianisation of town centres.	IS, SEE, BSC, PPT Ongoing

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Desired Outcomes	Policy Focus	Actions	Key Stakeholders and Timeframe
		4.2.4 Providing targeted infrastructure within parking areas to support existing sustainability and accessibility goals within Council, such as, but not limited to: <ul style="list-style-type: none"> Net Zero Emission Action Plan Disability Inclusion and Action Plan 	IS, AP, CCS, BSC, TIAC Ongoing
	4.3 Transport infrastructure and services are accessible to all and meet a diverse range of needs and community expectations.	4.3.1 Partner with community organisations (e.g., Social Futures, Neighborhood and Community Centres) and Access Panel to collect data on needs of vulnerable, disadvantaged and transport isolated people.	IS, CCS, AP, CO, NC Year 1-2
		4.3.2 Ensure accessibility of pedestrian, bike and public transport infrastructure is maximised by central location, connectivity and application of Road Access and Safety Principles (RASP)	IS, PPT, TfNSW, BSC Ongoing

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5.4 Future Direction 3

Table 5.3 Increase public/shared transport use by providing priority infrastructure connected to pedestrian and cycle links and by partnering with transport agencies and providers to improve services

Desired Outcomes	Policy Focus	Actions	Key Stakeholders and Timeframe
5. Public transport services across Byron Shire are convenient, regular, and easy to access.	5.1 Investigate and trial of 'smart' transport services and technology in partnership with key stakeholders, such as: transport providers, businesses, events, markets, and government organisations to inform expansion of ongoing services that are convenient, time efficient and connected	5.1.1 Investigate ability to harness existing fleet and school bus operations to expand service options.	SP, TfNSW, IS Immediate
		5.1.2 Design trial/services to address identified poor public transport links between Brunswick Valley and Byron Bay.	IS, CCS, SP, TfNSW, BSC, TIAC Year 2 onwards
		5.1.3 Prioritise options that can support modal shift within the Ewingsdale and Coastal corridors away from car dependence	IS, SP, TfNSW, BSC Ongoing
		5.1.4 Investigate and trial on demand services.	IS, SP, TfNSW, BSC Immediate
		5.1.5 Investigate and trial Automated transport services.	IS, SP, TfNSW, BSC Immediate
		5.1.6 Consider on rail options, such as, hi rail as part of rail corridor activation.	IS, SP, TfNSW, BSC Year 2-5 onwards
		5.1.7 Seek external funding support and/or budget allocation.	IS, CCS, TfNSW, BSC Ongoing
		5.1.8 Trial shuttle services that inform expansion of ongoing services that are convenient, time efficient and connected.	IS, SP, TfNSW, BSC Immediate
	5.2 Increase public/shared transport services, patronage, convenience, regularity, and connectivity.	5.2.1 Establish a Sustainable Transport Services Working Group (STSWG) with bus operators, TfNSW, Councillor and community representatives <ul style="list-style-type: none"> Expand patronage, existing services and hours of operation. Develop new routes including hinterland and village connectivity Make transport information more accessible Participate in trials Use digital technology for marketing and service support Consider ways to capture new market segments e.g., visitors Recommend priority infrastructure and facilities that support service development Regularly review public and shared transport services across the shire for, connectivity, convenience, regularity, accessibility, service gaps. 	IS, SP, TfNSW, BSC Immediate

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Desired Outcomes	Policy Focus	Actions	Key Stakeholders and Timeframe
		5.2.2 Survey community to identify service gaps and undertake route evaluation.	IS, TO, CCS, SP, TfNSW, BSC, community Years 1-2
		5.2.3 Undertake data collection and research project to understand <ul style="list-style-type: none"> Non-work and tourist visitor travel patterns and demand. Identify grant and other funding opportunities. 	IS, CCS, SP, TfNSW, BSC, TO, TIAC Years 1-2
		5.2.4 Support service development and connectivity by facilitating expansion of car share services including in hinterland locations.	IS, CCS, SEE, SP, BSC, PPC Ongoing
		5.2.5 Proactively consult transport planners and agencies during future planning and design processes to align transport goals and transport outcomes.	IS, CCS, SEE, Planners, Agencies, TfNSW, BSC
		5.2.6 Understand the movement needs of tourist visitors and opportunities to align services that can cater to experiential, commuter, and other cohorts.	IS, CCS, To, BSC
		5.2.7 Complete review of bus stop and facilities in town and village centres to identify opportunities to provide central locations, enhance convenience, connectivity, and accessibility.	IS, BSC, SP, IS Year 1 Priority
		5.2.8 Provide bus bay adjacent to Tourism Information Centre in Jonson Street Byron Bay and support town bus services circulating in the town centre.	
	5.3 Convenient location and access of car, bike and ride share helps to connect public transport with active links and eases the demand on parking.	5.3.1 Expand provision of car, bike and ride share facilities, kiss and ride bays at transport hubs, town centres, villages, and other strategic locations.	IS, SEE, TfNSW, surrounding LGAs, SP Year 2-5
		5.3.2 Use car, bike and ride share access and facilities as part of parking management strategies.	IS, SP, BSC, PPT Ongoing
		5.3.3 Review Development Control Plans, Master Plans, and relevant policy to facilitate and promote shared transport options in land use and place planning.	SEE, SP, BSC Year 2-5
	5.4 Locate transport interchanges adjacent to town centres to facilitate pedestrianisation of town centres.	5.4.1 Consider locations for peripheral transport interchanges within close proximity to but outside of town centres as part of place planning projects.	IS, SEE, TfNSW
		5.4.2 Provide safe, accessible, and convenient transport links between transport interchanges and pedestrianised town centres	IS, SEE, TfNSW
		5.4.3 Provide accessible and convenient parking stations linked to transport interchanges.	IS, SEE, TfNSW

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Desired Outcomes	Policy Focus	Actions	Key Stakeholders and Timeframe
6. Key regional destinations such as Lismore, Tweed Heads, Ballina, and services such as hospitals, airports and universities are readily accessible by shared / public transport from Byron Shire.	6.1 Provide leadership on regional coordination of local government, transport stakeholders and the community in discussions with state government and transport planners.	6.1.1 Deliver regular transport forums with providers, regional trip generators (e.g., airports) to review services and improve links between key regional destinations and Byron Shire destinations.	IS, CCS, BSC, Community, SP, TfNSW, LMPs Annually
		6.1.2 Provide reports focused on regional connections, services and coordinated advocacy through the Northern Rivers Joint Organisation and links with other councils in the Northern Rivers.	GM, IS, NRJO Year 1 and ongoing
		6.1.3 Proactively advocate for collaborative transport planning with state government and increased funding for public transport development.	GM, IS, CCS Immediate and ongoing

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5.5 Future Direction 4

Table 5.4 The transport system drives sustainable development where active and public transport are prioritised and supported by an adaptable system

Desired Outcomes	Policy Focus	Actions	Key Stakeholders and Timeframe
7. New development is connected by and easily accessible by active, public, and shared transport.	7.1 Land use planning and development provides priority shared/public transport infrastructure and active links with layouts that promote efficient public transport services.	7.1.1 As opportunities arise, amend LEP clauses and zoning maps informed by adoption or review of <ul style="list-style-type: none"> Residential Strategy Rural Residential Strategy Business and Industrial Land Use to provide for development patterns that are contained, close to services and affirm sustainable transport choices.	SEE, BSC, Planners, Community Years 2-5
		7.1.2 Review strategies referred to in 7.1.1 to align with the goal of contained development patterns close to services that affirm sustainable transport choices.	SEE, BSC, IS, Planners, Community Years 2-5
		7.1.3 Review and amend planning controls to ensure that development can incorporate prioritised, connected, active and public transport infrastructure.	
		7.1.4 Review and amend Development Control Plans (DCPs) to ensure that relevant chapters are better able to provide sustainable design outcomes aligned to LEP zone objectives such as for Zone B2 to 'maximise public transport patronage and encourage walking and cycling'.	
		7.1.5 Review S7.2 Developer Contribution Plans to include public and shared transport infrastructure and development as well as ensure that infrastructure planning is adapted to diversified and sustainable transport outcomes across all asset classes.	

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Desired Outcomes	Policy Focus	Actions	Key Stakeholders and Timeframe
	7.2 Use Planning Controls to design and facilitate a diverse transport network that promotes a shift from car dependence towards sustainable transport choices.	7.2.1 Provide for Travel Demand Management assessments in: <ul style="list-style-type: none"> • Development Control Plans • Standard conditions • Strategic land use planning including planning proposals • Significant trip generating developments and events • Subdivisions • Place making and master planning for locations 	SEE, BSC, IS, Planners, Community Years 2-5
		7.2.2 Review and amend assessment and planning options to consider the inclusion of local shops / corner store / cafés / playgrounds within neighborhoods that are easily accessible by active movement.	SEE, IS, PPT, BSC Years 2-5
		7.2.3 Amend development assessment criteria for transport infrastructure including for Traffic Impact Assessments to include <ul style="list-style-type: none"> • Counts for pedestrians, cyclists, and other road users. • Measures that address risks to all road users (including pedestrians and cyclists) • The provision of public transport facilities • Travel Demand Management strategies 	IS, BSC, SEE, TIAC, LTC, RSO, TO Year 2
		7.2.4 Incorporate Corridor Mapping into Development Control Plans, land use strategies and use as a general tool to inform transport and place planning.	

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5.6 Future Direction 5

Table 5.5 Safe access within movement corridors encourages a shift away from car dependence and supports a diverse range of movement needs in the community

Desired Outcomes	Policy Focus	Actions	Key Stakeholders and Timeframe
8. Members of the community are able to move safely around Byron Shire	8.1 Hinterland roads are managed to provide safe access for all road users, especially vulnerable road users, while also retaining 'place' characteristics.	8.1.1 Complete Corridor Mapping of hinterland 'trunk' routes to identify 'constrained road' segments and inform Movement and Place Maps.	IS, TIAC, LTC, TO, RSO, Community, AP See 1.2.1
		8.1.2 Establish a Road Safety Officer position to engage the Community in road safety programs, support, and education; support Place Planning; and assist with the delivery of Moving Byron.	IS, BSC, CCS, SEE, TO, Community Immediate
		8.1.3 Advocate for review of the NSW Speed Zoning Guidelines so speed reduction is given greater weight as an equitable solution that maximises safe access when applying the Safe Access on Constrained Hinterland Roads Policy.	IS, BSC, LTC, TfNSW, RSO, TO, LMPs Immediate and ongoing
		8.1.4 Identify and develop a priority funding plan for hinterland connection points such as bus transfers at road intersections and nodes such as halls and schools that can be made safer with improved facilities such as bus bays, signage, kiss, and ride etc.	IS, BSC, TfNSW, RSO, TO Year 2
		8.1.5 Develop a plan of priorities to upgrade convenient movement hubs at hinterland villages, local and regional destinations that identifies funding partners and sources.	IS, BSC, PPC, TfNSW, RSO, TO, Regional LGAs Year 2
		8.1.6 Advocate for upgraded M1 crossing points that provide safer access and safety for pedestrians and cyclists and to promote active movement between coastal and hinterland areas of the Shire.	IS, BSC, LTC, TfNSW, RSO See Action 2.1.4
	8.2 Neighborhoods and Transition Zones along the approaches to town and village centres are lower speed environments.	8.2.1 Create Transition Zone Maps for each town and village to be incorporated in Movement and Place planning where key features are present <ul style="list-style-type: none"> Residential precincts Formal or informal active movement particularly on road approaches to hinterland villages Schools, bus stops, sports fields, community facilities Proximity to CBDs and village hubs Roads that intersect communities 	SEE, IS, PPT, BSC, TIAC, AP Years 1-2
		8.2.2 Incorporate Transition Zone Maps into Masterplans and Place Planning.	SEE, IS, PPT, BSC, RSO, TIAC Years 1-2

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Desired Outcomes	Policy Focus	Actions	Key Stakeholders and Timeframe
		8.2.3 As a priority review community request for Transition Zone speed reduction and treatments at: <ul style="list-style-type: none"> Lismore Road from Rifle Range Road to village centre, and Broken Head Road Suffolk Park from Beech Drive North to Village entry point South 	SEE, IS, PPT, BSC, TIAC, AP, RSO, Community Year 1 Priority
		8.2.4 Prioritise a Place Planning process for Suffolk Park.	ET
		8.2.5 Develop an easy-to-use Access Resource Kit to assist neighborhoods to develop their own localized Movement and Place Plans.	SEE, PPT, BSC, IS Year 1 Priority
		8.2.6 Develop Local Area Traffic Management Plans in combination with Place Planning and Movement and Place Studies to create safe and traffic calmed road networks.	SEE, IS, CCS, PPT, BSC, TIAC, AP Year 2

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5.7 Future Direction 6

Table 5.6 Responding to climate change provides the opportunity to diversify transport infrastructure that drives environmental and financial sustainability

Desired Outcomes	Policy Focus	Actions	Key Stakeholders and Timeframe
9 Byron Shire's transport network is adapted to support and move towards climate sustainability.	9.1 Transport initiatives result in significantly reduced greenhouse gas emissions.	9.1.1 Support community group Zero Emissions Byron to develop a transport sector emissions inventory for Byron Shire.	IS, SEE, BSC, TIAC Years 1-2
		9.1.2 Collaborate with Zero Emissions Byron to develop a transport emissions reduction plan that supports Moving Byron.	IS, SEE, BSC, TIAC, Community Years 1-2
		9.1.3 Implement actions D2, D5 and E4 of Council's Net Zero Emissions Action Plan for Council Operations 2025: <ul style="list-style-type: none"> D2 – Conduct Councillor and staff education on carbon monitoring and offsets D5 – Develop an emissions disclosure framework for Council staff E4 – Investigate alternative materials for construction of infrastructure. 	SEE, IS, BSC, TIAC Years 1-2 ongoing
		9.1.4 Support and incentivise the installation of private and commercial electric vehicle charging stations in the Shire through a variety of methods including amendments to Development Control Plans (DCPs).	IS, BSC, SEE Ongoing
		9.1.5 Investigate support for e-bike charging at Council-owned electric vehicle charging stations.	SEE, IS, PPT, BSC, TIAC Ongoing as identified With future rollout of charging stations
10 Byron Shire's transport network and connecting regional networks are financially sustainable while meeting the movement needs of residents and visitors.	10.1 Recognise that long term financial, social and environmental costs of 'business as usual' approaches to transport infrastructure planning are unsustainable.	10.1.1 Seek to maintain levels of service on road networks and extend expansion intervals by implementing Moving Byron, reducing car dependence, and diversifying movement infrastructure and services.	IS, BSC, TIAC, TfNSW, Community All Actions
		10.1.2 Apply the strategic principles referred to in action 1.1.1 to transport infrastructure planning.	BSC, IS, TIAC, PPT Immediate onwards
		10.1.3 Develop a community engagement plan to help people understand the full costs and benefits of their travel choices, allowing people to make informed decisions. Refer to Policy Focus 1.5.	IS, CCS, RSO, TO, TIAC Year 2
	10.2 Transport network investment and maintenance	10.2.1 Articulate Regional priorities.	BSC, IS, GM, TIAC Immediate ongoing

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Desired Outcomes	Policy Focus	Actions	Key Stakeholders and Timeframe
	supports the Moving Byron strategy.	10.2.2 Strengthen partnerships with State and Federal agencies and actively seek funding support.	BSC, IS TfNSW, Agencies Immediate ongoing
		10.2.3 Harness parking fees as an important revenue source to fund capital works and maintenance.	BSC, IS, CCS Immediate ongoing
		10.2.4 Identify opportunities to hand infrastructure back to state government.	BSC, IS Ongoing
		10.2.5 Build a framework for selecting projects for delivery consistent with Moving Byron Future Directions that considers long term financial, environmental and climate sustainability	IS, TIAC, CCS, BSC Years 1-2
		10.2.6 Develop a method for monitoring and evaluating project performance against Moving Byron Future Directions.	BSC, IS, TIAC Years 1-2
		10.2.7 Build partnerships and work with technology providers and innovators to expand knowledge and identify opportunities.	BSC, IS, ET Ongoing
		10.2.8 Consider adopting a Smart Byron framework for leveraging new technologies and approaches to sustainable infrastructure management.	BSC, IS, ET, TIAC Years 1-2

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5.8 Future Direction 7

Table 5.7 Clarity of process, regular review and funding pathways empower the Community to engage with Council for successful implementation of Moving Byron

Desired Outcomes	Policy Focus	Actions	Key Stakeholders and Timeframe
11. Council delivers Moving Byron.	11.1 Co-ordinated action helps Council build capacity to deliver Moving Byron	11.1.1 Create a cross directorate Working Party (WP) to consider and resolve the following in an initial two-year timeframe: <ul style="list-style-type: none"> Coordinating shared Moving Byron actions Development of a shared timeline Scope and criteria for Corridor Assessments to ensure consistency of use in land use and infrastructure planning Creation of toolbox of resources for place and infrastructure planning Identify data collection and research priorities Harmonise technical and planning approaches Review of planning instruments for exhibition 	BSC, IS, ET, SEE, CCS Year 1 (New Moving Byron Committee may fill this role)
		11.1.2 Create a Rail Activation Project Team (RAPT) to advance priority project, Desired Outcome 2.	ET, IT, SEE Year 1
		11.1.3 Review TIAC Constitution to: <ul style="list-style-type: none"> Ensure strategic focus and early engagement Include implementation role and plan for moving Byron 	IS, TIAC, BSC Year 1
		11.1.4 Review Access Panel constitution to provide role as a 'key stakeholder' for movement and access projects and issues.	CCS, IS, SEE, AP Year 1
		11.1.5 Working Party (11.1.1) to encourage greater collaboration between TfNSW, BSC and relevant transport providers / services.	BSC
	11.2 Early and ongoing engagement with the community and stakeholders.	11.2.1 Involve the community and key stakeholders in decision making through use of Project Reference Groups, citizen juries and deliberative democracy.	IS, CCS, ET, TIAC, BSC Ongoing as required
		11.2.2 Establish a Moving Byron Bounce Group that can provide high level advice on direction and projects.	IS, CCS, ET Year 1
		11.2.3 Council to initiate an annual Transport Forum for community and stakeholders that focuses on active and public transport issues and needs.	IS, CCS, ET Annually from Year 1

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		11.2.4 Establish Moving Byron landing page on BSC website to include: <ul style="list-style-type: none"> • Moving Byron • Fact sheets • Transport information • Reports, studies, and other useful resources • portal for engagement 	IS, CCS, COMS
	11.3 Regular reporting and reviews keep the community informed and projects on track.	11.3.1 Council to receive reports on progress of Moving Byron: <ul style="list-style-type: none"> • TIAC meetings and recommendations. • Annual reports showing progress of Moving Byron Actions. Reports on major projects and issues as required.	IS, CCS, ET, TIAC Annually and as required
		11.3.2 Review of projects and actions to be undertaken as part of budget, Operational Plan and Community Strategic Plan processes.	CCS, IS, BSC, TfNSW At review points
		11.3.3 A five-year progress review be undertaken to identify possible improvement to Moving Byron that can better achieve outcomes aligned to the Future Directions.	IS, ET, BSC Year 5
	11.4 Priority funding	11.4.1 Create budget allocations to support the Rail Activation Project Team (RAPT) and Working Party (WP).	IS, CCS, ET Year 1
		11.4.2 Provide a project development budget for priority project Desired Outcome 2	IS, CCS, ET Year 1
		11.4.3 The following actions nominated as 'priority' be considered for budget allocations in year 1 <ul style="list-style-type: none"> • 5.2.9 Jonson Street Bus Bay • Bangalow and Suffolk Park 'transition zone' reviews. • Place Planning for Suffolk Park • Creation of staff positions: Road Safety Officer and Transport Officer 	IS, CCS, ET, BSC, PPT Immediate
12. Resourcing the delivery of Moving Byron	Delivery of the policy in a timely manner to achieve all outcomes by 2042.	<ul style="list-style-type: none"> • Review all actions proposed in Moving Byron. • Develop an achievable timeline for the delivery of all actions, i.e a 20 year delivery program. May involve consolidation and streamlining of actions. • Report on the resourcing or funding required to deliver each action on the timeline. • Advise where current resourcing can complete actions and where additional resourcing or funding will be required. 	IS

Report No. 4.2 Additional Discussion Items

Directorate: Infrastructure Services

Report Author: Judd Cornwall, Traffic & Transport Engineer

File No: I2022/1044

5 **Summary:**

Two additional discussion items have been requested. The following items will be provided time to discuss at the committee meeting:-

- 10 1. If the Bike Plan Project ID: IT005 (Brunswick to Byron Coastal Cycleway) can be investigated and designed in parallel with the Mullumbimby – Brunswick Cycleway.
2. The likelihood and particulars of funding lines for different uses of the rail corridor, based on interim feedback received from TfNSW.

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RECOMMENDATION:

- 20 1. **That Council staff review the priority (low priority) assessment for the Brunswick-Byron Coastal Cycleway following the completion of the Mullumbimby-Brunswick Cycleway optioneering.**
2. **That the Moving Byron Committee notes TfNSW comments regarding requirements for their endorsement and funding support.**

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Report

1. The Mullumbimby-Brunswick Cycleway is already grant funded, consequently it may be difficult to add any additional works to the study given the size of the potential variation for the inclusion of the Brunswick-Byron Coastal Cycleway and also considering how far we are into the project (Mullumbimby-Brunswick Cycleway).

The Brunswick-Byron Coastal Cycleway is currently prioritised as priority C/low priority. Following outcomes from the Mullumbimby-Brunswick Cycleway investigations this priority may change.

Table 1: Priority components by category

PRIORITY COMPONENT	PRIORITY CATEGORY		
	A	B	C
Safety	<ul style="list-style-type: none"> addresses an identified and significant safety issue reduces the need to cross roads 	<ul style="list-style-type: none"> addresses an identified and moderate safety issue 	<ul style="list-style-type: none"> addresses an identified safety concern
Accessibility	<ul style="list-style-type: none"> significantly improves cycle access or is a component of a broader connection that significantly improves cycling access 	<ul style="list-style-type: none"> moderately improves cycling access or is a component of a broader connection that significantly improves cycling access 	<ul style="list-style-type: none"> improves cycling access

PRIORITY COMPONENT	PRIORITY CATEGORY		
	A	B	C
Connectivity	<ul style="list-style-type: none"> connects a diverse number of residential areas, key attractors 	<ul style="list-style-type: none"> connects a variety of residential areas, key attractors 	<ul style="list-style-type: none"> connects residential areas, key attractors
Demand	<ul style="list-style-type: none"> responds to existing/ demonstrated high cycle demand facilitates significant growth in cycle volumes in the future 	<ul style="list-style-type: none"> responds to existing/ demonstrated moderate cycle demand facilitates moderate growth in cycle volumes in the future 	<ul style="list-style-type: none"> responds to existing/ demonstrated minor cycle demand

2. There is no specific TfNSW grant pool that is specifically aimed at rail trail or multi use rail corridors, however there are TfNSW and other Government Grant funding options that can fund Rail Trail or multi use rail corridor projects.

5 Prior to applying for any grant funding Council will need to support a preferred corridor option.

Strategic Considerations

Community Strategic Plan and Operational Plan

CSP Objective	CSP Strategy	DP Action	Code	OP Activity
5: Connected Infrastructure We have connected infrastructure, transport, and facilities that are safe, accessible, and reliable	5.2: Connect the Shire through integrated transport services	5.2.1: Regional transport links - Lead, engage and partner to develop a sustainable regional transport network that supports local roads to deliver services to our community	5.2.1.1	Moving Byron

Recent Resolutions

- Resolution number - 22-285

Consultation and Engagement

5 Moving Byron was on community exhibition for 8 weeks from the beginning of March to the end of April 2022. Prior to exhibition the document received numerous reviews from the members of the previous Transport Infrastructure Advisory Committee.

A meeting will take place with TfNSW targeted for the last week of August 2022 to discuss recommendations for how to proceed with the Shires integrated transport strategy.