

NOTICE OF MEETING



TRANSPORT AND INFRASTRUCTURE ADVISORY COMMITTEE MEETING

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

Venue	Conference Room, Station Street, Mullumbimby
Date	Friday, 8 March 2019
Time	2pm

A handwritten signature in black ink, appearing to read 'P. Holloway', is located above the printed name.

Phillip Holloway
Director Infrastructure Services

CONFLICT OF INTERESTS

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

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

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

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

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

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

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

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

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

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

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

Disclosure and participation in meetings

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

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

Participation in Meetings Despite Pecuniary Interest (S 452 Act)

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

Non-pecuniary Interests - Must be disclosed in meetings.

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

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

RECORDING OF VOTING ON PLANNING MATTERS

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

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

BYRON SHIRE COUNCIL
TRANSPORT AND INFRASTRUCTURE ADVISORY COMMITTEE MEETING

BUSINESS OF MEETING

1. APOLOGIES

2. DECLARATIONS OF INTEREST – PECUNIARY AND NON-PECUNIARY

3. ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

- 3.1 Transport and Infrastructure Advisory Committee Meeting held on 14 February 2019

4. STAFF REPORTS

Infrastructure Services

4.1	RMS Active Transport Grant Applications for 2019/20.....	5
4.2	Status Update - Bike Plan and PAMP	58
4.3	Roadside Barrier Audit and Condition Assessment	62
4.4	Buildings Asset Management Plan	67
4.5	Development of a Shire-wide Transport Strategy	78

ADOPTION OF MINUTES FROM PREVIOUS MEETING

- 5
- 3.1 There was no quorum present therefore the recommendations to Council could not be made on the Transport and Infrastructure Advisory Committee Meeting held on 15 November 2018.
- 3.2. The items discussed during the meeting held on 15 November 2018 were noted.
- 10
- 3.3 That the minutes of the Transport and Infrastructure Advisory Committee Meeting held on 16 August 2018 be confirmed.
- 3.4 The minutes of the meeting held on 16 August were noted, and the Committee Recommendations adopted by Council, at the Ordinary Meeting held on 20 September 2018.

STAFF REPORTS - INFRASTRUCTURE SERVICES

Report No. 4.1 RMS Active Transport Grant Applications for 2019/20

Directorate: Infrastructure Services
Report Author: Daniel Strzina, Project Engineer
File No: I2018/2409
Theme: Infrastructure Services
 Local Roads and Drainage

Summary:

This report summarises the five applications submitted for the 2019/20 RMS Active Transport grant program, being:-

1. RMS Cycling Towns – Byron Bay to Suffolk Park Cycleway
2. RMS Connecting Centres – Byron Bay to Suffolk Park Cycleway
3. RMS Priority Cycleways – Lismore Bangalow Road Shared Path
4. RMS Connecting Centres - Kolara Way Redgate Road Shared Path
5. RMS Connecting Centres - Balemo Drive Stage 2

RECOMMENDATION:

That the grant applications for 2019/20 for the RMS Active Transport grant program be noted.

Attachments:

- 1 RMS Cycling Towns Grant Nomination 2019-20 - Byron Bay to Suffolk Park Cycleway - Project Overview, E2019/1183 , page 12 [↓](#)
- 2 RMS Connecting Centres Grant Nomination 2019-20 - Byron Bay to Suffolk Park Cycleway - Project Overview, E2019/1184 , page 27 [↓](#)
- 3 RMS Priority Cycleways Grant Nomination 2019-20 - Lismore Bangalow Road Shared Path - Project Overview, E2019/1180 , page 41 [↓](#)
- 4 RMS Connecting Centres Grant Nomination 2019-20 - Kolara Way Redgate Road - Project Overview, E2019/1182 , page 50 [↓](#)
- 5 RMS Connecting Centres Grant Nomination 2019-20 - Balemo Drive Shared Path Stage 2 - Project Overview, E2019/1189 , page 56 [↓](#)

REPORT

Five applications for the 2019/20 RMS Active Transport grant program were submitted on 14 December 2018. The applications are as follows with Project Overviews attached to this report:

1. RMS Cycling Towns – Byron Bay to Suffolk Park Cycleway

Scope and extent:

- A network of shared paths and on-road cycleways that extend approximately 5.75 km between Byron Bay (Johnson St, Tennyson St) and Suffolk Park (Clifford St) along Bangalow Rd and Broken Head Rd. The project has been divided into 7 stages:
 - 5 stages as outlined in the Byron to Suffolk Cycleway Investigation plus
 - 2 additional stages that connect:
 - the Browning St roundabout to the YAC/Sandhills area via Tennyson St (Stage 6), and
 - the Browning St roundabout to the south end of the future Butler St Bypass (Stage 7).
- Stages 1, 2 & 5 (minimum scope, 1.5m shared paths) are currently funded by Council and SCCF funds of \$610,000
- \$3,000,000 over 3 years has been applied for to fund:
 - Stages 1, 2 & 5 (additional scope to provide full width shared paths of 2.5m width, where this can be achieved)
 - Stages 3, 4, 6 & 7

Type of cycleway:

- Combination of shared paths and on-road cycleways

Design/Construction:

- Detailed design and construction

Funding:

- RMS Cycling Towns offers up to 100% of the project budget, max \$3,000,000 over 3 years.
- We've nominated a project budget of \$3,608,567, consisting of:
 - \$110,000 Council funds (allocated 2018)
 - \$500,000 Stronger Country Communities Fund R2 grant (awarded 2018)
 - \$2,998,567 RMS Cycling Towns grant (over 3 years)

Project Plan:

- Planned total Council Fund expenditure for 2019/20: \$110,000
- Planned total SCCF Fund expenditure for 2019/20: \$500,000
- Planned total Cycling Towns expenditure for 2019/20: \$999,999
- Planned total Cycling Towns expenditure for 2020/21: \$999,992
- Planned total Cycling Towns expenditure for 2021/22: \$998,575
- **Total Project Cost: \$3,608,567**

2. RMS Connecting Centres – Byron Bay to Suffolk Park Cycleway

This application was submitted in case the application for Cycling Towns was unsuccessful.

Scope and extent:

- A network of shared paths and on-road cycleways that extend approximately 5.75 km between Byron Bay (Johnson St, Tennyson St) and Suffolk Park (Clifford St) along Bangalow Rd and Broken Head Rd. The project has been divided into 7 stages; 5 stages as outlined in the Byron to Suffolk Cycleway Investigation plus two stages that connect to the Browning St roundabout from the YAC/Sandhills area via Tennyson St (Stage 6) and from the south end of the future Butler St Bypass (Stage 7).
- Stages 1, 2 & 5 (minimum scope, 1.5m shared paths) are currently funded by Council and SCCF funds of \$610,000
- \$996,271 has been applied for to fund:
 - Stages 1, 2 & 5 (additional scope to provide full width shared paths of 2.5m width, where this can be achieved)
 - Stage 3

Type of cycleway:

- Combination of shared paths and on-road cycleways

Design/Construction:

- Detailed design and construction

Funding:

- RMS Connecting Centres offers up to 50% of the project budget, max \$1,000,000.
- A total project budget of \$1,932,541 has been nominated, consisting of:
 - 50% Council and SCCFR2 funds:
 - \$110,000 Council funds (allocated 2018)
 - \$500,000 Stronger Country Communities Fund R2 (awarded 2018)
 - \$155,000 Section 94 – Byron Bikeways (available 2019/20)
 - \$201,271 Shortfall (allocation of funding subject to Council review to proceed if grant is awarded)
 - 50% RMS Connecting Centres funds:
 - \$996,271

Project Plan:

- Planned total Council Fund expenditure for 2019/20: \$466,271
- Planned total SCCF Fund expenditure for 2019/20: \$500,000
- Planned total Connecting Centres expenditure for 2019/20: \$996,271
- **Total Project Cost:** **\$1,932,541**

3. RMS Priority Cycleways – Lismore Bangalow Road Shared Path

Scope and extent:

- 5 • A 750m long, 2.5m wide shared path along Lismore-Bangalow Road from Rifle Range Road to the roundabout at Granuaille Road.
- This application is for detailed design only, concept designs currently exist.
- 10 • RMS Priority Cycleways offers 100% funding.
- \$150,000 has been applied for to undertake detailed design in 2019/20 with the view of applying for funding for construction in 2020/21.

15 Type of cycleway:

- Shared path

Design/Construction:

- 20 • Detailed design

Funding:

- \$150,000 from RMS Priority Cycleways

Project Plan:

- 25 • Planned Priority Cycleways expenditure for design in 2019/20: \$150,000
- Planned Priority Cycleways expenditure for construction in 2020/21: \$900,000
 (to be applied for in 2019/20)

4. RMS Connecting Centres - Kolara Way Redgate Road Shared Path

Scope and extent:

- 5 • A 350m long, 2.5m wide shared path along New Brighton Rd from Kolara Way to Redgate Road.
- 10 • This shared path will connect three existing cycleways on New Brighton Road, Redgate Road and Kolara Way to complete the missing link between Ocean Shores, South Golden Beach and New Brighton. This application is for detailed design only, concept designs currently exist.
- 15 • The current lack of cycleway is due to Yelgun Creek and the narrow traffic bridge that crosses it. The design will include an extension of the existing structure or construction of a new structure to cross the creek, which is environmentally sensitive.
- 20 • RMS Connecting Centres offers 75% funding for design/development.
- Council is seeking \$120,000 in RMS funding to add to \$40,000 Council funds for a project total of \$160,000 to complete detailed designs.
- Construction is planned for 2020/21 and estimated at \$1,500,000 subject to funding.

25 Type of cycleway:

- Shared path

Design/Construction:

- 30 • Detailed design

Funding:

- 35 • RMS Connecting Centres offers up to 75% of the project budget for design/development.
- 35 • We've nominated a project budget of \$160,000 total consisting of:
 - 25% Council funds:
 - \$40,000 Shortfall (allocation of funding subject to Council review to proceed if grant is awarded)
 - 40 ○ 75% RMS Connecting Centres funds:
 - \$120,000

Project Plan:

- 45 • Planned total Council fund expenditure for 2019/20: \$40,000
- Planned Priority Cycleways expenditure for design in 2019/20: \$120,000
- Estimated expenditure for construction in 2020/21: \$1,500,000
 (funding to be applied for in 2019/20)

5. RMS Connecting Centres - Balemo Drive Stage 2**Scope and extent:**

- A 1300m long, 2.5m wide shared path along Balemo Drive, Ocean Shores from Portla Way to Gooloo Ct. Stage 2 will complete the missing shared path segment along Balemo Drive
- RMS Connecting Centres offers 50% funding for construction.
- Council is seeking \$466,862 in RMS funding to add to \$466,862 Council funds for a project total of \$933,724 to complete construction in 2019/20.

Type of cycleway:

- Shared path

Design/Construction:

- Construction

Funding:

- RMS Connecting Centres offers up to 50% of the project budget for construction.
- We've nominated a project budget of \$933,724 total consisting of:
 - 50% Council funds:
 - \$138,000 Section 94 – Ocean Shores Bikeways (available 2019/20)
 - \$308,862 Shortfall (allocation of funding subject to Council review to proceed if grant is awarded)
 - 50% RMS Connecting Centres funds:
 - \$466,862

Project Plan:

- Planned total Council fund expenditure for 2019/20: \$466,862
- Planned RMS Connecting Centres expenditure for 2019/20: \$466,862

Announcements of award of RMS Active Transport grants are expected before the end of the 2018/19 financial year.

STRATEGIC CONSIDERATIONS***Community Strategic Plan and Operational Plan***

Objective: 1:	We have infrastructure, transport and services which meet our expectations
Strategy 1.3:	Support, through partnership, a network of integrated sustainable transport options
Action 1.3a)	Ensure an integrated and accessible transport network (SP)
Activity:	Update Bike Plan and Pedestrian and Access Mobility Plan (PAMP). Apply annually to NSW State Government through RMS for Bike Facilities Grants.

Legal/Statutory/Policy Considerations

There are no negative legal, statutory or policy implications at this time.

Financial issues

- 5 Three of the five applications require Council contribution to proceed with the project if the grant is awarded. Whether or not to proceed with each project and the allocation of Council funds to do so will be subject to Council review. The financial implications of proceeding with each of these three projects are as follows:

- 10 Note: These commitments will not be included in the 19/20 Draft Budget, however, they must be considered as Council contributions and will be required to access grant funding.

Nomination	Section 94	Council funds to be allocated	Total BSC Commitment
2. Byron – Suffolk Cycleway Connecting Centres (50/50)	\$155,000 (Byron Bikeways)	\$201,271	\$356,271
4. Kolora Wy – Redgate Rd Connecting Centres (25/75)	\$0	\$40,000	\$40,000
5. Balemo Dr Stage 2 Connecting Centres (50/50)	\$138,000 (Ocean Shores Bikeways)	\$308,862	\$466,862

Consultation and Engagement

- 15 Further consultation and engagement will be undertaken during and after the development of the detailed design for each stage as the project progresses if and when required. Consultation will also take place prior to and during construction to ensure residents are well aware of the works.



Project Overview

RMS Cycling Towns Byron Bay to Suffolk Park Cycleway

December 2018

Index

Index	2
1 The Project	3
1.1 Summary	3
1.2 History and Community Support	3
1.3 Funding and Progress	3
1.4 Healthy, Safe, Socially Engaged and Well-Connected Communities	4
1.5 Sustainability	4
2. Missing Links and Key Attractors	5
2.1 Missing Links	5
2.2 Key Attractors	6
3. Scope	7
3.1 Project Scope	7
4. Design	13
4.1 Concept Design	13
4.2 Detailed Design	13
5. Budget Estimate	14
5.1 Budget Estimate	14
6. Project Plan	15
6.1 Project Plan	15

1 The Project

1.1 Summary

Byron Shire Council proposes the Byron Bay to Suffolk Park Cycleway Project: an initiative to connect Byron Bay, an RMS identified Cycling Town, to Suffolk Park using a combination of on-road cycleways and off-road shared paths along a 5.75km section of road corridor. It is a significant project that connects Suffolk Park with the Byron Bay CBD, including the newly announced Bus Interchange and Bypass.

The project purpose is to link cyclists with school and work places along the route, enable safe passage for cyclists of all ages and abilities, encourage health and well being through active transport and reduce the need to rely on cars; all goals identified in Council's Community Strategic Plan and Bike Plan.

This project will contribute to a substantial increase in cycling participation by providing safe and well connected facilities that the communities along the route have expressed a need for. The project will be undertaken alongside RMS funded non-infrastructure initiatives including an annual Bike Week event and Bike Workshops to further encourage cycling as a fun and healthy transport alternative.

1.2 History and Community Support

The project was identified in the 2008 Bike Plan as being of high importance to local communities and has since been the subject of an investigation into the best and most cost effective way of connecting Byron Bay to Suffolk Park, with a focus on completing missing links and connecting existing networks. A concept design was developed and is currently on Public Exhibition with the Investigation Report. The Byron Bay to Suffolk Park Cycleway Investigation Report including Preferred Option Concept Design is attached to this application as 'Other Supporting Documentation 2'.

Community support for this project is strong, with 64/70 submissions supporting the concept design on exhibition so far. Council has recently completed community consultation for the development of the revised Bike Plan (expected complete by March 2019), during which community members identified and prioritised the Byron to Suffolk Cycleway again as a significant and important project that would benefit a large number of users from a wide range of demographics. A summary of the 2019-29 Bike Plan Community Consultation is attached to this application, which includes maps that detail issues/opportunities identified and those that were prioritised during the 8 workshops that were held shire wide. Figure 1 below demonstrates the issues and opportunities identified along the Byron to Suffolk route, as well as the high priority the community have placed on this project.

1.3 Funding and Progress

A Stronger Country Communities Fund grant of \$500,000 has recently been awarded to Council for stages 1, 2 and 5 of this project, with an additional \$110,000 allocated from Council Funds. Detailed design and construction planning is underway, and Council is currently seeking additional funding to assist with the completion of the project as a whole.

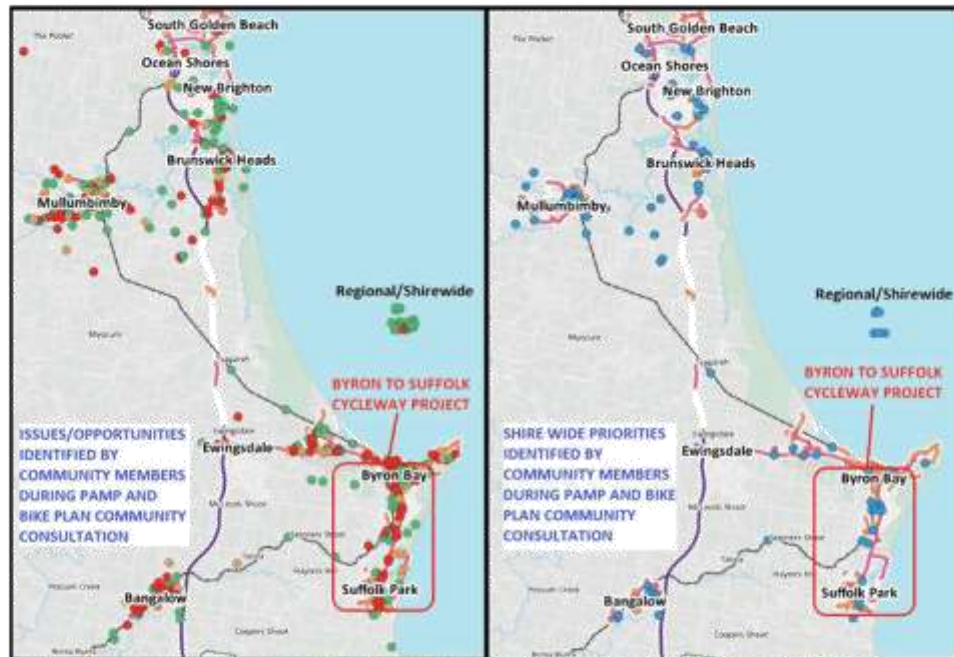


Figure 1 - Issues, opportunities and priorities identified by community members during PAMP and Bike Plan community consultation

1.4 Healthy, Safe, Socially Engaged and Well-Connected Communities

TfNSW in partnership with council has created a number of programs to increase opportunities for people to be more active and healthier. Byron Shire Council has engaged in significant Community consultation to meet the needs of its community with the aim of providing active transport options for its users.

The Byron to Suffolk Park cycleway is a significant infrastructure project in achieving this objective. It will provide a cycle track from Suffolk Park to the Byron Bay CBD, allowing users to access the myriad of major trip attractors along its length, including; 4 Schools, 2 Aged Care Facilities, the Byron Bay Town Centre, the new Byron Bay Bus Interchange, multiple beaches and parks, sporting facilities and commercial areas.

Beyond supporting the local residents and community, this cycleway will add value to the tourism industry and capitalise on new active, multi-modal tourism opportunities.

1.5 Sustainability

TfNSW Future Transport Strategy 2056 states as its sustainable objectives the following:

“Moving people from private vehicles to more sustainable transport modes will reduce congestion and the transport sector’s emissions intensity, improve air quality and support better health and wellbeing. Well planned centres and cities, will enable a shift from private cars to public transport and active transport modes such as walking and cycling. In Sydney, the key to this will be the delivery of three 30 minute cities, supported by reliable ‘turn up and go’ mass transit services.”

Byron Shire Council has a zero emissions target by 2030 and is dedicated to a low emissions environment and in doing this managing its climate change risks to support the Government's Climate Change Policy Framework and its aspirational target of zero net emissions by 2050.

Byron Shire Council is aiming to build and maintain its cycling and walking infrastructure to a standard that will withstand extreme weather and sea-level rise with minimal damage and disruption to its network functionality.

2. Missing Links and Key Attractors

2.1 Missing Links

There is currently no connection for cyclists between Byron Bay CBD and Bangalow Road, or between Beech Drive (north) and Suffolk Park. See Figure 1 below.

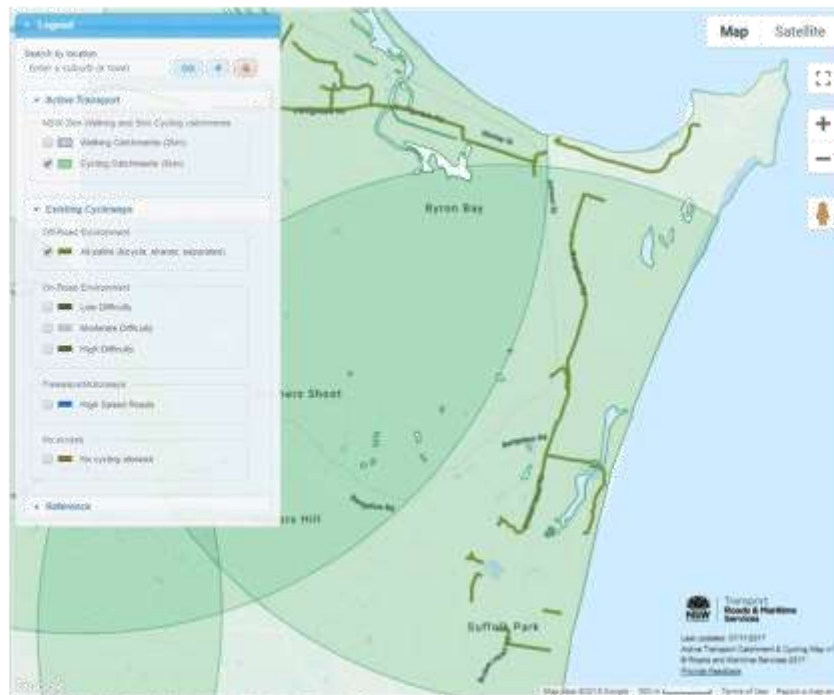


Figure 2 – Existing Missing Links in Cycling Infrastructure between Byron Bay and Suffolk Park

The existing cycleways between Beech Drive (north) and Browning Street, Byron Bay are substandard (narrow width shared paths) that force users to cross Bangalow Road and Broken Head Road multiple times throughout the corridor, which is a deterrent for all cyclists and a serious safety concerns for less confident cyclists. Please refer to the Byron to Suffolk Cycleway Investigation Report for further information on user profiles, demographics and a full review of the existing corridor.

2.2 Key Attractors



Figure 3 – Trip Attractors Served by the Proposed Byron Bay to Suffolk Park Cycleway

Trip attractors serviced by the proposed Byron Bay to Suffolk Park Cycleway are illustrated in Figure 3 above and include the following:

- Byron Bay town centre (retail, commercial and tourist areas)
- Suffolk Park town centre (retail, commercial and tourist areas)
- Byron Bay High School
- Byron Bay Public School
- Cape Byron Steiner School

- St Finbarr's Primary School
- Byron Bay Bus Interchange
- Future Byron Bay Bus Interchange (Butler St – funded)
- Future Byron Bay Bypass (funded)
- Byron Tourist Information Centre
- Byron Bay Community Centre
- Byron Bay Regional Library
- Byron Bay Youth Activity Centre
- Future Byron Bay Skate Park (proposed)
- Sandhills Park
- Denning Park
- Tennis Courts and Sports Fields
- Byron Bay Golf Club
- Suffolk Park Skate Park
- Arakwal National park
- Red Devil Park
- Railway Park
- Multiple aged care facilities
- Multiple places of worship
- Multiple major places of accommodation
- Multiple beaches
- Multiple residential areas

3. Scope

3.1 Project Scope

The project scope extends for approximately 5.75 km between Byron Bay (Johnson St, Tennyson St) and Suffolk Park (Clifford St) along Bangalow Rd and Broken Head Rd. The project has been divided into 7 stages as defined below and represented in Figures 4, 5 and 6 below. For further information on the treatments and considerations, please refer to the Byron Bay to Suffolk Park Cycleway Investigation Report.

Note that the scope of the Investigation Report includes Stages 1-5 only. Stages 6 and 7 are additional scope to be designed and constructed as part of this project to connect critical key attractors (See Figures 4 and 7). The Investigation Report also includes footpaths, which have been omitted from the scope of this project.

Stage 1 extends for approximately 0.5km between The Byron at Byron Resort and Spa, Suffolk Park to Beech Drive North, Suffolk Park and consists of:

- Two travel options for cyclists along the corridor.
- A continuous, off-road shared path on alternating sides of the corridor, including widening of the existing shared path from 2.2m (approx.) to the desirable minimum width of 2.5m.
- On-road cycle lanes are proposed on the sides opposite to the shared path in order to provide secondary cycle travel options and to improve safe cycle continuity for more confident users.
- Requires the removal of approximately 13 parking spaces on the western side of Broken Head Road.
- Requires realignment of Broken Head Road to accommodate for on-road cycle lane.

Stage 2 extends for approximately 0.7km between Beach Drive North, Suffolk Park to Beech Drive (south), Suffolk Park and consists of:

- A continuous, off-road shared path on the east side of Broken Head Road, including the widening of the existing shared path from 2.2m (approx.) to the desirable minimum width of 2.5m.

Stage 3 extends for approximately 1.7km between Browning Street, Byron Bay to the existing pedestrian crossing near St Finbarr's Catholic Primary School, and consists of:

- Continuous 1.5m on-road cycle lanes in both directions.
- Removal of the existing pedestrian refuge currently between Wollumbin Street and Keats Street to accommodate for on-road cycle lanes.
- Construction of a raised pedestrian zebra crossing outside The Byron Bay General Store to accommodate for on-road cycle lanes.
- Construction of a kerb build-out on the west side of this crossing in order to improve pedestrian visibility, movements and aesthetics and accommodate for on-road cycle lanes.
- Requires removal of 79 parking spaces from the west (northbound) side of Bangalow Road and 21 parking spaces from the east (southbound) side of Bangalow Road to accommodate for on-road cycle lanes.
- Requires realignment and some resurfacing of Bangalow Road to accommodate for on-road cycle lanes.

Stage 4 extends for approximately 1.6km between the existing pedestrian crossing near St Finbarr's Catholic Primary School to the Byron at Byron Resort and Spa, Suffolk Park and consists of:

- Two travel options for cyclists along the corridor.
- A continuous, off-road shared path on alternating sides of the corridor, including widening of the existing shared path from 2.2m (approx.) to the desirable minimum width of 2.5m.
- On-road cycle lanes are proposed on the sides opposite to the shared path in order to provide secondary cycle travel options and to improve safe cycle continuity for more confident users.

Stage 5 extends for approximately 0.25km from Beech Drive (south), Suffolk Park to Clifford Street, Suffolk Park and consists of:

- A continuous, off-road shared path on the east side of Broken Head Road, including the widening of the existing shared path from 2.2m (approx.) to the desirable minimum width of 2.5m.

Stage 6 extends for approximately 0.75km from Browning St, Byron Bay to Sandhills Park along Tennyson St, providing a connection to Byron Bay Public School, the Youth Activity Centre, Library, sporting facilities, parks and beaches. Concept and detailed design are to be developed to ensure connectivity with the rest of the network.

Stage 7 extends 0.25km to connect the Byron to Suffolk cycleway to Byron Bay Town Centre, the future Byron Bypass Project (funded) and the associated future Byron Bay Bus Interchange on Butler St (funded). Concept and detailed design are to be developed to ensure connectivity with the rest of the network.

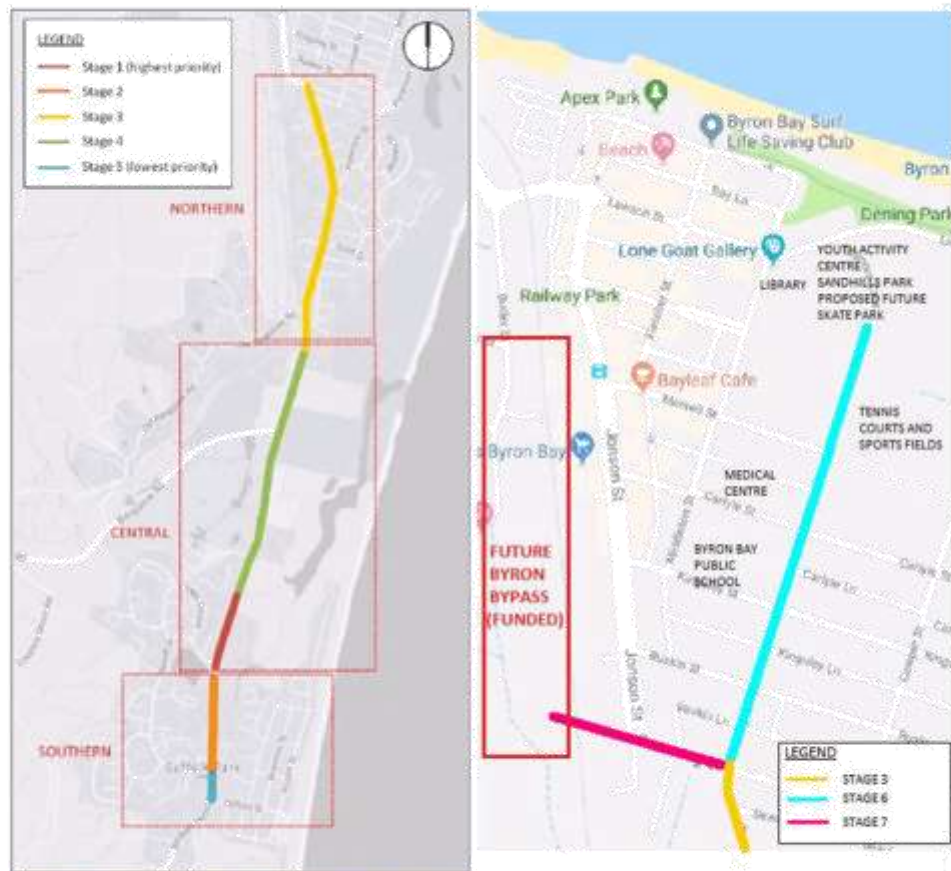


Figure 4 – Proposed Staging 1-7 Active Transport Corridor Connecting Byron Bay and Suffolk Park. See Figure 7 for Future Byron Bypass details.



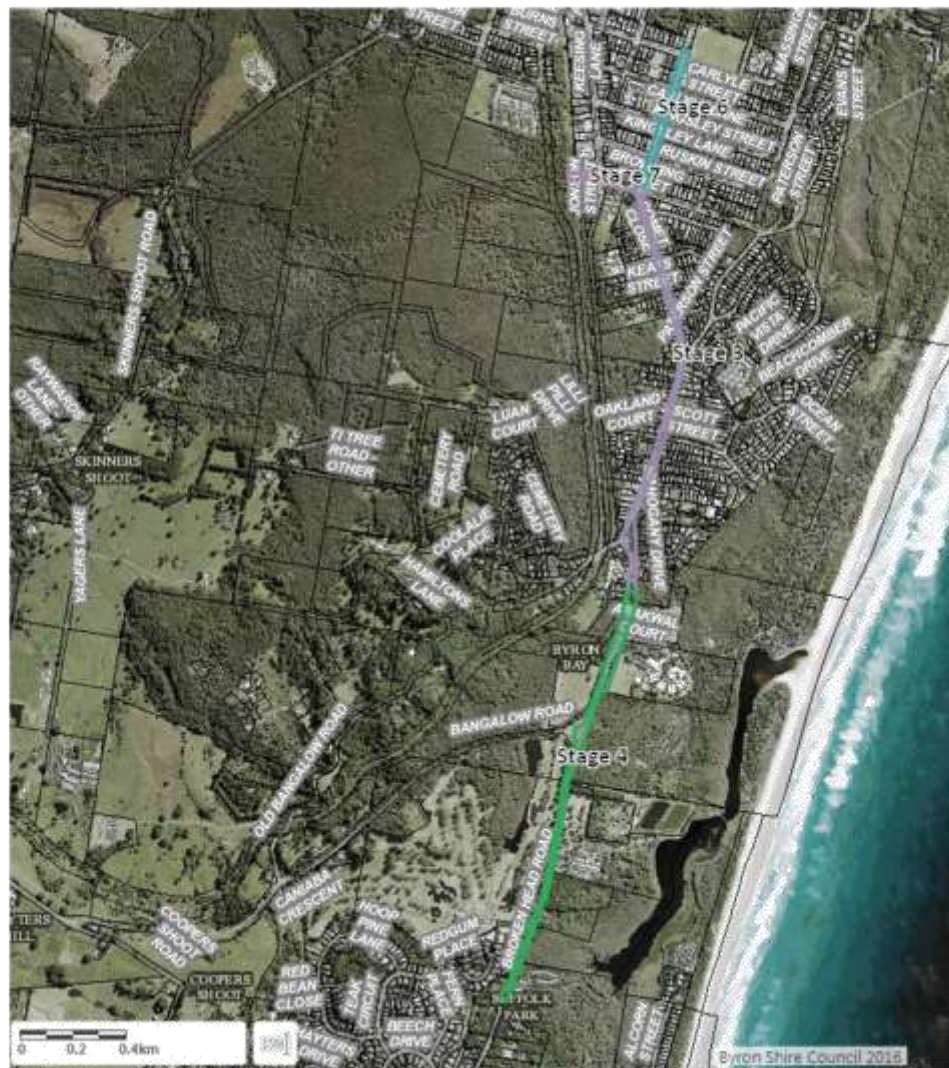


Figure 6 – Stages 3, 4, 6 and 7



Figure 7 – The Future Byron Bay Bypass (Funded) will link to Stage 7 of the Byron to Suffolk Cycleway via Browning St.



Figure 8 - The Byron Bay Bypass provides a 2.5m shared path separated from the roadway for the full length of the project.

4. Design

4.1 Concept Design

The concept design for Stages 1-5 is complete – please refer to the Byron Bay to Suffolk Park Cycleway Investigation Report (Appendix 6).

The concept design for Stages 6 and 7 is yet to be complete and forms part of the scope of this project.

4.2 Detailed Design

Detailed design for Stages 1, 2 and 5 will begin in March 2019. There is currently an RFQ open for this work, which will be funded by a combination of funding from Council and Stronger Country Community Fund grant awarded to Council for this project.

Detailed design for Stages 3, 4, 6 and 7 is yet to be complete and forms part of the scope of this project.

5. Budget Estimate

5.1 Budget Estimate

Figure 9 below is a summary of the full Project Budget Estimate submitted with this application.

Byron Bay Cycling Towns - Project Budget Estimate Summary					
Project Title		Byron Bay to Suffolk Park Cycleway			
Council Name		Byron Shire Council			
Total Amount of Council Funds Allocated		\$110,000			
Total Amount of SCCF Funding Awarded		\$500,000			
Total Amount of RMS Active Transport Cycling Towns Funding Requested		\$2,998,567			
Total Project Budget Amount		\$3,608,567			
Project budgets are GST exclusive.					
Item / Activity / Task	Quantity	Unit	Rate	Total \$	Comments
Stages 1, 2 and 5 (minimum scope - funded and underway)	1	ea	\$610,000	\$610,000	Council and SCCFR2 Funds
Stages 1, 2 and 5 (additional scope inc. widened shared path)	1	ea	\$80,000	\$80,000	
Stage 3 (Northern Section)					
Administration/Management				\$28,000	
Design/Documentation				\$89,000	
Site Setup and Traffic Management				\$124,075	
Construction Estimate (see attached estimate)	1	ea	\$1,001,466	\$1,001,466	
Stage 4 (Central Section)					
Administration/Management				\$28,000	
Design/Documentation				\$89,000	
Site Setup and Traffic Management				\$124,075	
Construction Estimate	1	ea	\$455,000	\$455,000	
Stage 6 (Additional Northern Scope)					
Administration/Management				\$20,000	
Design/Documentation				\$69,000	
Site Setup and Traffic Management				\$114,475	
Construction Estimate	1	ea	\$360,000	\$360,000	
Stage 7 (Additional Northern Scope)					
Administration/Management				\$16,000	
Design/Documentation				\$54,000	
Site Setup and Traffic Management				\$66,475	
Construction Estimate (see attached estimate)	1	ea	\$280,000	\$280,000	
TOTAL				\$3,608,567	
Council funds				\$110,000	
Council and Stronger Country Communities Fund				\$500,000	
RMS Active Transport Cycling Towns Fund				\$2,998,567	

Figure 9 - Byron Bay Cycling Towns - Project Budget Estimate Summary

6. Project Plan

6.1 Project Plan

Figure 10 below demonstrates the plan for expenditure and delivery of the project.

Byron Bay Cycling Towns - Project Plan			
Project Title		Byron Bay to Suffolk Park Cycleway	
Council Name		Byron Shire Council	
Expected Start Date		2019	
Expected End Date		2022	
Financial Year	% Complete	Tasks	Value
2019/20 Total Council and SCCF Fund Expenditure: \$610,000 Total Cycling Towns Fund Expenditure: \$999,999	100%	Stages 1, 2 and 5 (minimum scope - funded and underway)	\$610,000
	100%	Stages 1, 2 and 5 (additional scope inc. widened shared path)	\$80,000
		Stage 3 (Northern Section)	
	100%	Administration/Management	\$28,000
	100%	Design/Documentation	\$89,000
	100%	Site Setup and Traffic Management	\$124,075
	68%	Construction	\$678,924
2020/21 Total Cycling Towns Fund Expenditure: \$999,992	32%	Construction	\$322,542
		Stage 4 (Central Section)	
	100%	Administration/Management	\$28,000
	100%	Design/Documentation	\$89,000
	100%	Site Setup and Traffic Management	\$124,075
	96%	Construction	\$436,375
2021/22 Total Cycling Towns Fund Expenditure: \$998,575	4%	Construction	\$18,625
		Stage 6 (Additional Northern Scope)	
	100%	Administration/Management	\$20,000
	100%	Design/Documentation	\$69,000
	100%	Site Setup and Traffic Management	\$114,475
	100%	Construction	\$360,000
		Stage 7 (Additional Northern Scope)	
	100%	Administration/Management	\$16,000
	100%	Design/Documentation	\$54,000
	100%	Site Setup and Traffic Management	\$66,475
	100%	Construction	\$280,000

Figure 10 - Byron Bay Cycling Towns - Project Plan

Planned total Council Fund expenditure for 2019/20:	\$110,000
Planned total SCCF Fund expenditure for 2019/20:	\$500,000
Planned total Cycling Towns expenditure for 2019/20:	\$999,999
Planned total Cycling Towns expenditure for 2020/21:	\$999,992
Planned total Cycling Towns expenditure for 2021/22:	\$998,575
Total Project Cost:	\$3,608,567



Project Overview

RMS Connecting Centres Byron Bay to Suffolk Park Cycleway

December 2018

Index

Index	2
1 The Project	3
1.1 Summary	3
1.2 History and Community Support	3
1.3 Funding and Progress	3
1.4 Healthy, Safe, Socially Engaged and Well-Connected Communities	4
1.5 Sustainability	4
2. Missing Links and Key Attractors	5
2.1 Missing Links	5
2.2 Key Attractors	6
3. Scope	7
3.1 Project Scope	7
4. Design	13
4.1 Concept Design	13
4.2 Detailed Design	13
5. Budget Estimate	Error! Bookmark not defined.
5.1 Budget Estimate	Error! Bookmark not defined.
6. Project Plan	Error! Bookmark not defined.
6.1 Project Plan	Error! Bookmark not defined.

1 The Project

1.1 Summary

Byron Shire Council proposes the Byron Bay to Suffolk Park Cycleway Project: an initiative to connect Byron Bay, an RMS identified Cycling Town, to Suffolk Park using a combination of on-road cycleways and off-road shared paths along a 5.75km section of road corridor. It is a significant project that connects Suffolk Park with the Byron Bay CBD, including the newly announced Bus Interchange and Bypass.

The project purpose is to link cyclists with school and work places along the route, enable safe passage for cyclists of all ages and abilities, encourage health and well being through active transport and reduce the need to rely on cars; all goals identified in Council's Community Strategic Plan and Bike Plan.

This project will contribute to a substantial increase in cycling participation by providing safe and well connected facilities that the communities along the route have expressed a need for. The project will be undertaken alongside RMS funded non-infrastructure initiatives including an annual Bike Week event and Bike Workshops to further encourage cycling as a fun and healthy transport alternative.

1.2 History and Community Support

The project was identified in the 2008 Bike Plan as being of high importance to local communities and has since been the subject of an investigation into the best and most cost effective way of connecting Byron Bay to Suffolk Park, with a focus on completing missing links and connecting existing networks. A concept design was developed and is currently on Public Exhibition with the Investigation Report. The Byron Bay to Suffolk Park Cycleway Investigation Report including Preferred Option Concept Design is attached to this application as 'Other Supporting Documentation 2'.

Community support for this project is strong, with 64/70 submissions supporting the concept design on exhibition so far. Council has recently completed community consultation for the development of the revised Bike Plan (expected complete by March 2019), during which community members identified and prioritised the Byron to Suffolk Cycleway again as a significant and important project that would benefit a large number of users from a wide range of demographics. A summary of the 2019-29 Bike Plan Community Consultation is attached to this application, which includes maps that detail issues/opportunities identified and those that were prioritised during the 8 workshops that were held shire wide. Figure 1 below demonstrates the issues and opportunities identified along the Byron to Suffolk route, as well as the high priority the community have placed on this project.

1.3 Funding and Progress

A Stronger Country Communities Fund grant of \$500,000 has recently been awarded to Council for stages 1, 2 and 5 of this project, with an additional \$110,000 allocated from Council Funds. Detailed design and construction planning is underway, and Council is currently seeking additional funding to assist with the completion of the project as a whole.

In applying for the RMS Connecting Centres program, the intention is to complete Stages 1, 2, 3 and 5 using a combination of 50% Council and SCCF grant funding (\$466,271 Council funds plus \$500,000 Stronger Country Communities Fund Round 2 Grant) and 50% RMS Active Transport Connecting Centres Fund (\$966,271).

Page 3

Byron Bay Cycling Towns – Project Overview

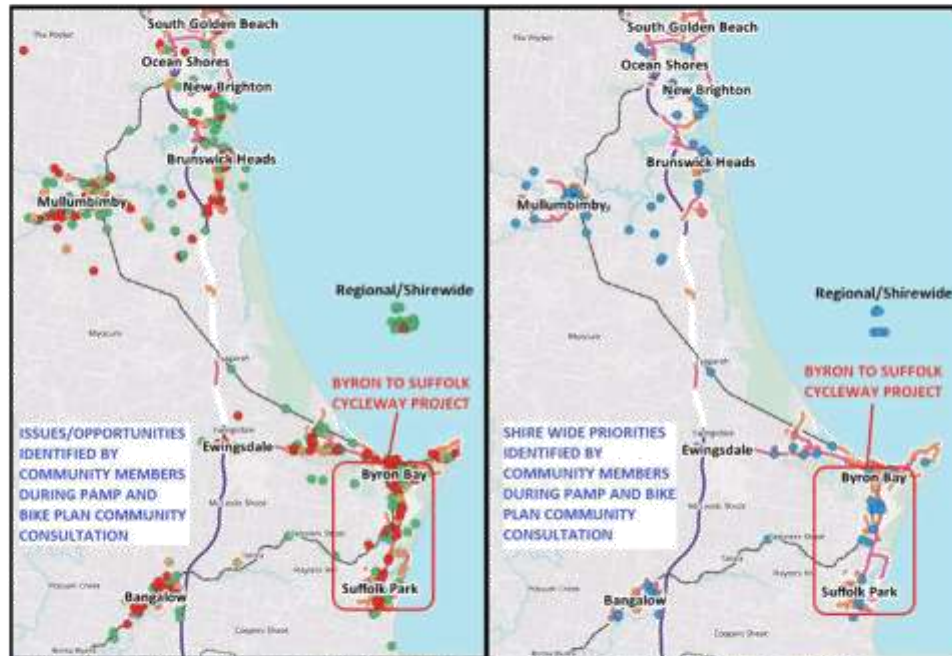


Figure 1 - Issues, opportunities and priorities identified by community members during PAMP and Bike Plan community consultation

1.4 Healthy, Safe, Socially Engaged and Well-Connected Communities

TfNSW in partnership with council has created a number of programs to increase opportunities for people to be more active and healthier. Byron Shire Council has engaged in significant Community consultation to meet the needs of its community with the aim of providing active transport options for its users.

The Byron to Suffolk Park cycleway is a significant infrastructure project in achieving this objective. It will provide a cycle track from Suffolk Park to the Byron Bay CBD, allowing users to access the myriad of major trip attractors along its length, including; 4 Schools, 2 Aged Care Facilities, the Byron Bay Town Centre, the new Byron Bay Bus Interchange, multiple beaches and parks, sporting facilities and commercial areas.

Beyond supporting the local residents and community, this cycleway will add value to the tourism industry and capitalise on new active, multi-modal tourism opportunities.

1.5 Sustainability

TfNSW Future Transport Strategy 2056 states as its sustainable objectives the following:

“Moving people from private vehicles to more sustainable transport modes will reduce congestion and the transport sector’s emissions intensity, improve air quality and support better health and wellbeing. Well planned centres and cities, will enable a shift from private cars to public transport and active transport modes such as walking and cycling. In Sydney, the key to this will be the delivery of three 30 minute cities, supported by reliable ‘turn up and go’ mass transit services.”

Page 4

Byron Bay Cycling Towns – Project Overview

Byron Shire Council has a zero emissions target by 2030 and is dedicated to a low emissions environment and in doing this managing its climate change risks to support the Government's Climate Change Policy Framework and its aspirational target of zero net emissions by 2050.

Byron Shire Council is aiming to build and maintain its cycling and walking infrastructure to a standard that will withstand extreme weather and sea-level rise with minimal damage and disruption to its network functionality.

2. Missing Links and Key Attractors

2.1 Missing Links

There is currently no connection for cyclists between Byron Bay CBD and Bangalow Road, or between Beech Drive (north) and Suffolk Park. See Figure 1 below.

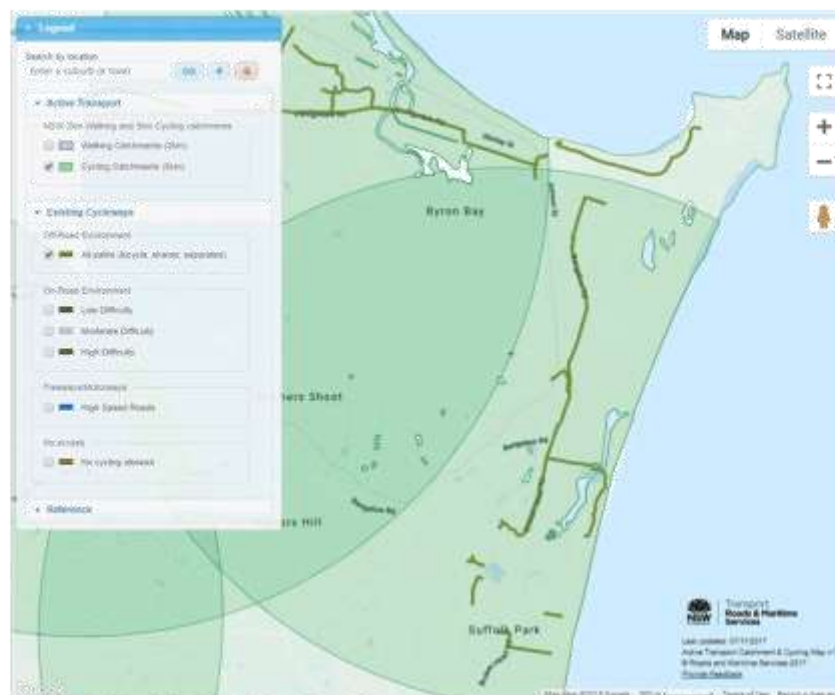


Figure 2 – Existing Missing Links in Cycling Infrastructure between Byron Bay and Suffolk Park

The existing cycleways between Beech Drive (north) and Browning Street, Byron Bay are substandard (narrow width shared paths) that force users to cross Bangalow Road and Broken Head Road multiple times throughout the corridor, which is a deterrent for all cyclists and a serious safety concerns for less confident cyclists. Please refer to the Byron to Suffolk Cycleway Investigation Report for further information on user profiles, demographics and a full review of the existing corridor.

- St Finbarr's Primary School
- Byron Bay Bus Interchange
- Future Byron Bay Bus Interchange (Butler St – funded)
- Future Byron Bay Bypass (funded)
- Byron Tourist Information Centre
- Byron Bay Community Centre
- Byron Bay Regional Library
- Byron Bay Youth Activity Centre
- Future Byron Bay Skate Park (proposed)
- Sandhills Park
- Denning Park
- Tennis Courts and Sports Fields
- Byron Bay Golf Club
- Suffolk Park Skate Park
- Arakwal National park
- Red Devil Park
- Railway Park
- Multiple aged care facilities
- Multiple places of worship
- Multiple major places of accommodation
- Multiple beaches
- Multiple residential areas

3. Scope

3.1 Project Scope

The project scope extends for approximately 5.75 km between Byron Bay (Johnson St, Tennyson St) and Suffolk Park (Clifford St) along Bangalow Rd and Broken Head Rd. The project has been divided into 7 stages as defined below and represented in Figures 4, 5 and 6 below. For further information on the treatments and considerations, please refer to the Byron Bay to Suffolk Park Cycleway Investigation Report.

Note that the scope of the Investigation Report includes Stages 1-5 only. Stages 6 and 7 are additional scope to be designed and constructed as part of this project to connect critical key attractors (See Figures 4 and 7). The Investigation Report also includes footpaths, which have been omitted from the scope of this project.

Stage 1 extends for approximately 0.5km between The Byron at Byron Resort and Spa, Suffolk Park to Beech Drive North, Suffolk Park and consists of:

- Two travel options for cyclists along the corridor.
- A continuous, off-road shared path on alternating sides of the corridor, including widening of the existing shared path from 2.2m (approx.) to the desirable minimum width of 2.5m.
- On-road cycle lanes are proposed on the sides opposite to the shared path in order to provide secondary cycle travel options and to improve safe cycle continuity for more confident users.
- Requires the removal of approximately 13 parking spaces on the western side of Broken Head Road.
- Requires realignment of Broken Head Road to accommodate for on-road cycle lane.

Stage 2 extends for approximately 0.7km between Beach Drive North, Suffolk Park to Beech Drive (south), Suffolk Park and consists of:

- A continuous, off-road shared path on the east side of Broken Head Road, including the widening of the existing shared path from 2.2m (approx.) to the desirable minimum width of 2.5m.

Stage 3 extends for approximately 1.7km between Browning Street, Byron Bay to the existing pedestrian crossing near St Finbarr's Catholic Primary School, and consists of:

- Continuous 1.5m on-road cycle lanes in both directions.
- Removal of the existing pedestrian refuge currently between Wollumbin Street and Keats Street to accommodate for on-road cycle lanes.
- Construction of a raised pedestrian zebra crossing outside The Byron Bay General Store to accommodate for on-road cycle lanes.
- Construction of a kerb build-out on the west side of this crossing in order to improve pedestrian visibility, movements and aesthetics and accommodate for on-road cycle lanes.
- Requires removal of 79 parking spaces from the west (northbound) side of Bangalow Road and 21 parking spaces from the east (southbound) side of Bangalow Road to accommodate for on-road cycle lanes.
- Requires realignment and some resurfacing of Bangalow Road to accommodate for on-road cycle lanes.

Stage 4 extends for approximately 1.6km between the existing pedestrian crossing near St Finbarr's Catholic Primary School to the Byron at Byron Resort and Spa, Suffolk Park and consists of:

- Two travel options for cyclists along the corridor.
- A continuous, off-road shared path on alternating sides of the corridor, including widening of the existing shared path from 2.2m (approx.) to the desirable minimum width of 2.5m.
- On-road cycle lanes are proposed on the sides opposite to the shared path in order to provide secondary cycle travel options and to improve safe cycle continuity for more confident users.

Stage 5 extends for approximately 0.25km from Beech Drive (south), Suffolk Park to Clifford Street, Suffolk Park and consists of:

- A continuous, off-road shared path on the east side of Broken Head Road, including the widening of the existing shared path from 2.2m (approx.) to the desirable minimum width of 2.5m.

Stage 6 extends for approximately 0.75km from Browning St, Byron Bay to Sandhills Park along Tennyson St, providing a connection to Byron Bay Public School, the Youth Activity Centre, Library, sporting facilities, parks and beaches. Concept and detailed design are to be developed to ensure connectivity with the rest of the network.

Stage 7 extends 0.25km to connect the Byron to Suffolk cycleway to Byron Bay Town Centre, the future Byron Bypass Project (funded) and the associated future Byron Bay Bus Interchange on Butler St (funded). Concept and detailed design are to be developed to ensure connectivity with the rest of the network.

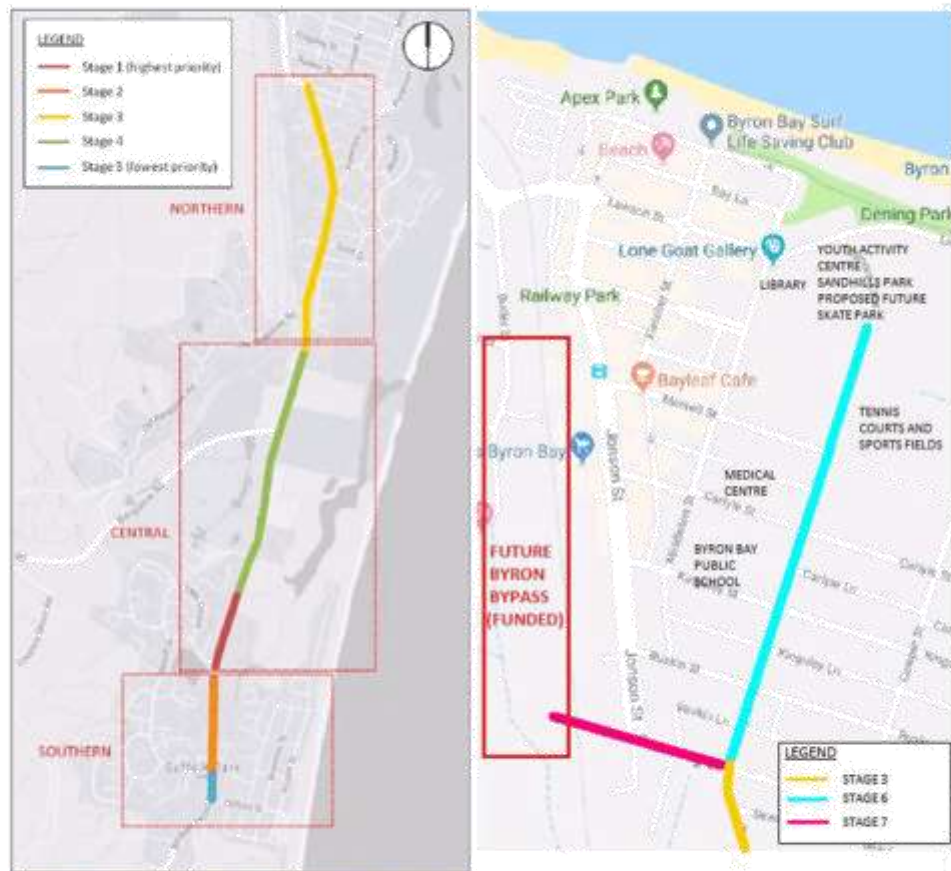


Figure 4 – Proposed Staging 1-7 Active Transport Corridor Connecting Byron Bay and Suffolk Park. See Figure 7 for Future Byron Bypass details.

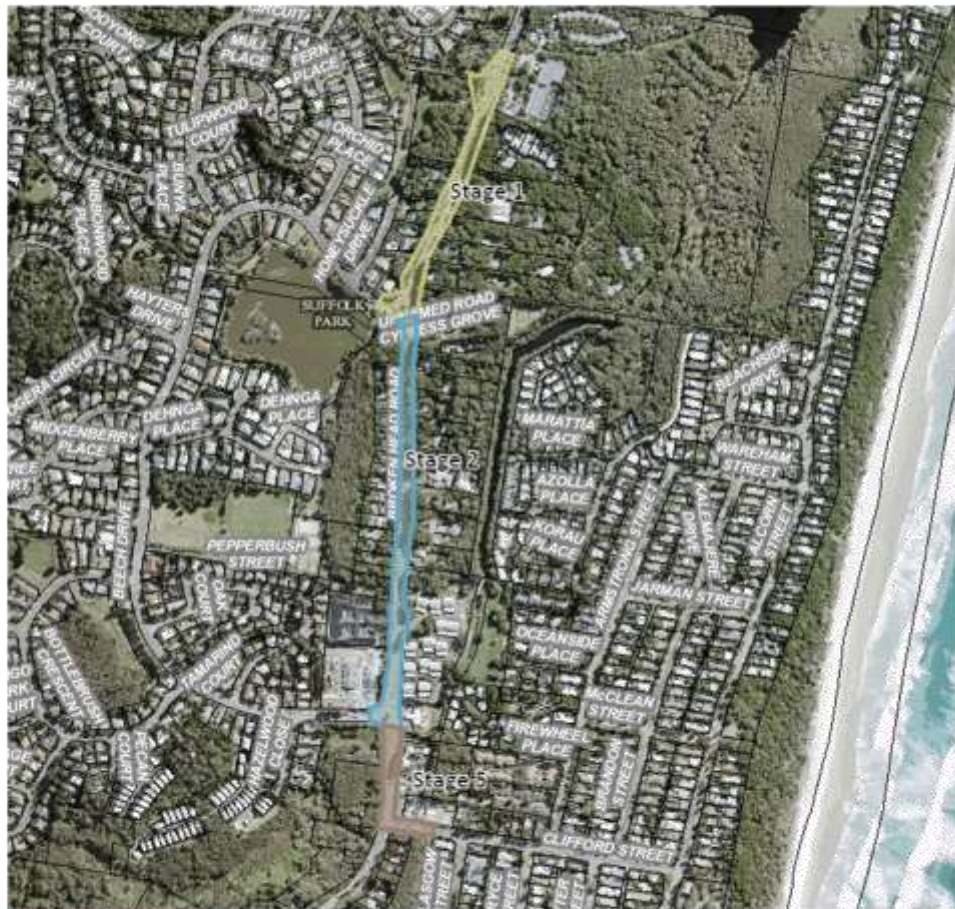


Figure 5 – Stages 1, 2 and 3

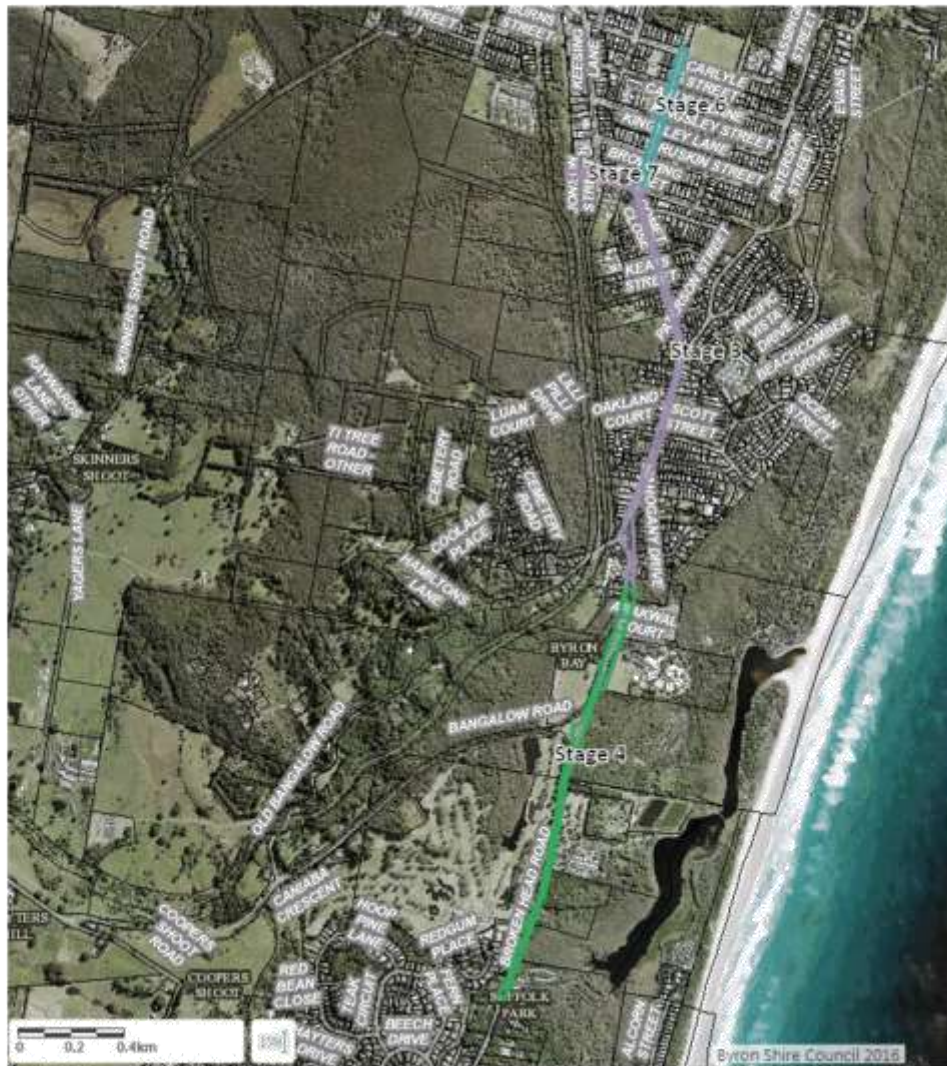


Figure 6 – Stages 3, 4, 6 and 7

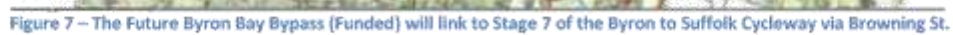




Figure 8 - The Byron Bay Bypass provides a 2.5m shared path separated from the roadway for the full length of the project.

4. Design

4.1 Concept Design

The concept design for Stages 1-5 is complete – please refer to the Byron Bay to Suffolk Park Cycleway Investigation Report (Appendix 6).

The concept design for Stages 6 and 7 is yet to be complete and forms part of the scope of this project.

4.2 Detailed Design

Detailed design for Stages 1, 2 and 5 will begin in March 2019. There is currently an RFQ open for this work, which will be funded by a combination of funding from Council and Stronger Country Community Fund grant awarded to Council for this project.

Detailed design for Stages 3, 4, 6 and 7 is yet to be complete and forms part of the scope of this project.

5. Project Budget

5.1 Project Budget

Byron Bay Connecting Centres - Project Budget Estimate Summary						
Project Title		Byron Bay to Suffolk Park Cycleway				
Council Name		Byron Shire Council				
Total Amount of Council Funds Allocated		\$466,271				
Total Amount of SCCF Funding Awarded		\$500,000				
Amount of RMS Active Transport Connecting Centres Funding Requested		\$966,271				
Total Project Budget Amount		\$1,932,541				
Project budgets are GST exclusive.						
Item / Activity / Task	Quantity	Unit	Rate	Total \$	Comments	2019/20
Stages 1, 2 and 5 (minimum scope - funded)	1	ea	\$610,000	\$610,000	Council and SCCF2 Funds	610,000
Stages 1, 2 and 5 (additional scope inc. widened shared path)	1	ea	\$80,000	\$80,000		80,000
Stage 3 (Northern Section)						
Administration/Management				\$28,000		28,000
Design/Documentation				\$89,000		89,000
Site Setup and Traffic Management				\$124,075		124,075
Construction Estimate (see attached estimate)	1	ea	\$1,001,466	\$1,001,466		1,001,466
Stage 4 (Central Section)						
Administration/Management				\$28,000		
Design/Documentation				\$89,000		
Site Setup and Traffic Management				\$124,075		
Construction Estimate	1	ea	\$455,000	\$455,000		
Stage 6 (Additional Northern Scope)						
Administration/Management				\$20,000		
Design/Documentation				\$69,000		
Site Setup and Traffic Management				\$114,475		
Construction Estimate	1	ea	\$360,000	\$360,000		
Stage 7 (Additional Northern Scope)						
Administration/Management				\$16,000		
Design/Documentation				\$54,000		
Site Setup and Traffic Management				\$66,475		
Construction Estimate (see attached estimate)	1	ea	\$280,000	\$280,000		
TOTAL				3,608,567		1,932,541
Council funds						466,271
Stronger Country Communities Fund (awarded)						500,000
RMS Active Transport Connecting Centres Fund						966,271

Figure 9 – The Project Budget for the Byron Bay to Suffolk Park Cycleway

The Project Budget above outlines the intention to complete Stages 1, 2, 3 and 5 using a combination of:

- 50% Council and SCCF grant funding consisting of:
 - \$466,271 Council funds
 - \$500,000 Stronger Country Communities Fund Round 2 Grant (awarded)
- 50% RMS Active Transport Connecting Centres Fund (\$966,271)



Project Overview

RMS Priority Cycleways Lismore-Bangalow Road Shared Path

December 2018

Index

Index	2
1 The Project	3
1.1 Summary	3
1.2 History and Community Support	3
1.4 Healthy, Safe, Socially Engaged and Well-Connected Communities	5
1.5 Sustainability	5
2. Missing Links and Key Attractors.....	6
2.1 Missing Links	6
2.2 Key Attractors	7
3. Scope.....	7
3.1 Project Scope	7
4. Design.....	7
3.1 Design	8
5. Budget Estimate.....	9
5.1 Budget Estimate	9
6. Project Plan.....	9
6.1 Project Plan	9

1 The Project

1.1 Summary

Byron Shire Council proposes the development of the Bangalow-Lismore Road Shared Path: a 750m long, 2.5m wide shared path along Lismore-Bangalow Road from Rifle Range Road to Byron Street at the heart of Bangalow. This shared path will link Bangalow's town centre including schools, parks, shops and markets with the existing footpath network in residential West Bangalow via the funded Rifle Range Road and Bangalow Road Intersection Upgrade Works, which include provision of a 2.5m shared path.

The project purpose is to link cyclists with school and work places along the route, enable safe passage for cyclists of all ages and abilities, encourage health and well being through active transport and reduce the need to rely on cars; all goals identified in Council's Community Strategic Plan and Bike Plan.

This project will contribute to a substantial increase in cycling participation by providing safe and well connected facilities that the communities along the route have expressed a need for. The project will be undertaken alongside RMS funded non-infrastructure initiatives including an annual Bike Week event and Bike Workshops to further encourage cycling as a fun and healthy transport alternative.

1.2 History and Community Support

The proposed project was identified in Byron Shire's 2008 Bike Plan (refer to Figure 1) and more recently as priority works in community workshops held for the development of the 2019-29 Bike Plan (complete March 2019).

Community support for this project is strong. Council has recently completed community consultation for the development of the revised Bike Plan (expected complete by March 2019), during which community members identified and prioritised the Lismore-Bangalow Road Shared Path again as a significant and important project that would benefit a large number of users from a wide range of demographics. A summary of the 2019-29 Bike Plan Community Consultation is attached to this application, which includes maps that detail issues/opportunities identified and those that were prioritised during the 8 workshops that were held shire wide. Figure 2 below demonstrates the issues and opportunities identified along Lismore-Bangalow Road, as well as the high priority the community have placed on this project.

1.3 Funding and Progress

Draft concept designs have been developed for multiple options. Council is seeking \$150,000 in RMS funding to complete detailed designs, which will be developed in collaboration with RMS in 2019/20. Construction is planned to follow in 2020/21.

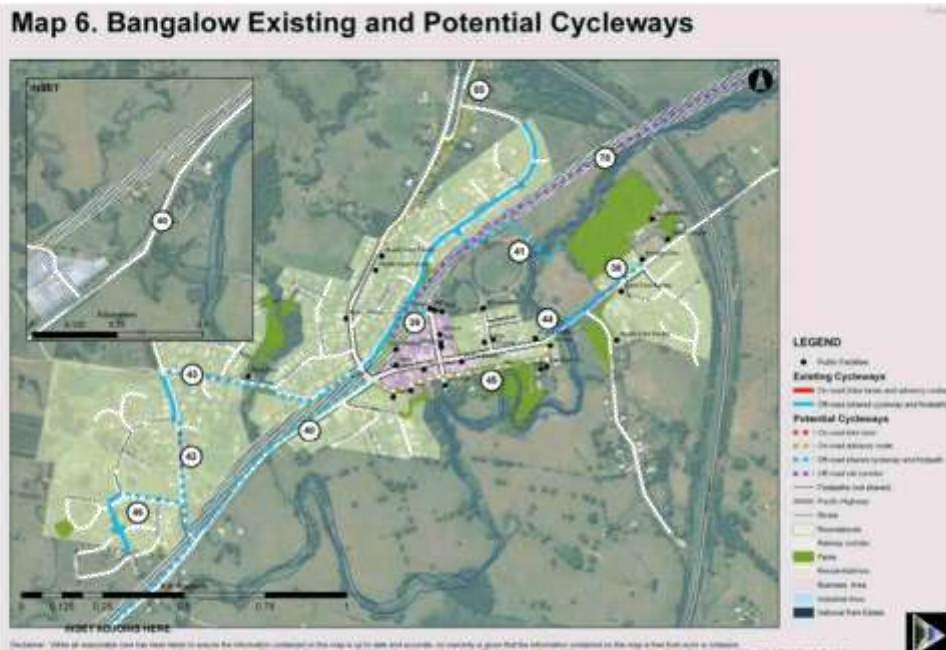


Figure 1 – Extract from the 2008 Bike Plan identifying the Lismore-Bangalow Road Shared Path (#40)

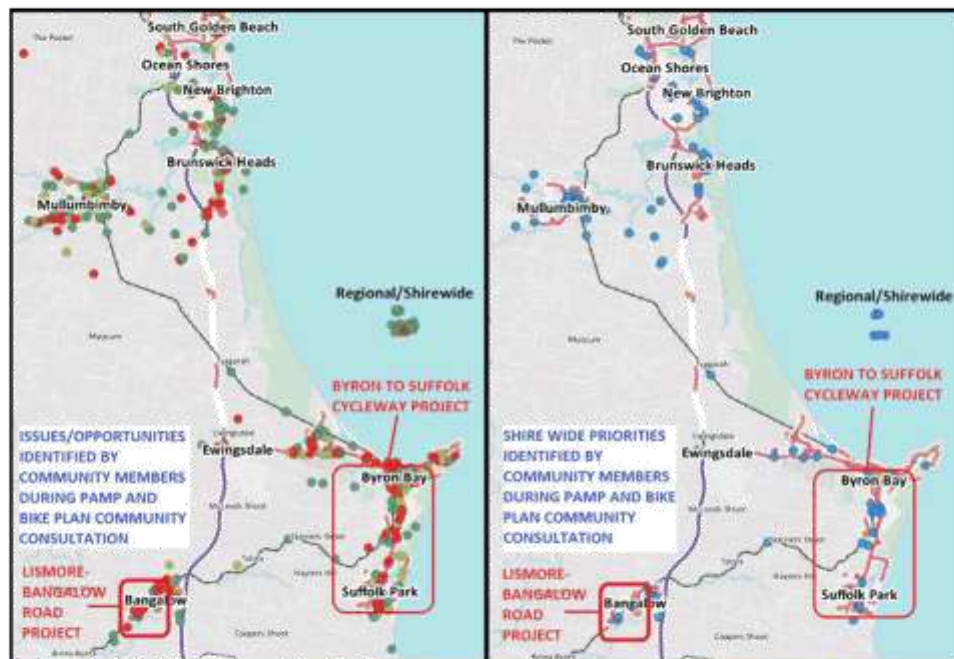


Figure 2 - Issues, opportunities and priorities identified by community members during PAMP and Bike Plan community consultation in November 2018

1.4 Healthy, Safe, Socially Engaged and Well-Connected Communities

TfNSW in partnership with council has created a number of programs to increase opportunities for people to be more active and healthier. Byron Shire Council has engaged in significant Community consultation to meet the needs of its community with the aim of providing active transport options for its users.

West Bangalow is considered an area of future potential development with several subdivisions expanding into the surrounding rural land in recent years. Communities have expressed a need for this connection to allow for cyclists of all ages and abilities to access town safely from this growing residential area.

Beyond supporting the local residents and community, this cycleway will add value to the tourism industry and capitalise on new active, multi-modal tourism opportunities.

1.5 Sustainability

TfNSW Future Transport Strategy 2056 states as its sustainable objectives the following:

“Moving people from private vehicles to more sustainable transport modes will reduce congestion and the transport sector’s emissions intensity, improve air quality and support better health and wellbeing. Well planned centres and cities, will enable a shift from private cars to public transport and active transport modes such as walking and cycling. In Sydney, the key to this will be the delivery of three 30 minute cities, supported by reliable ‘turn up and go’ mass transit services.”

Byron Shire Council has a zero emissions target by 2030 and is dedicated to a low emissions environment and in doing this managing its climate change risks to support the Government’s Climate Change Policy Framework and its aspirational target of zero net emissions by 2050.

Byron Shire Council is aiming to build and maintain its cycling and walking infrastructure to a standard that will withstand extreme weather and sea-level rise with minimal damage and disruption to its network functionality.

2. Missing Links and Key Attractors

2.1 Missing Links

There is currently no connection for cyclists between Rifle Range Road and Bangalow town centre. See Figure 3 below.

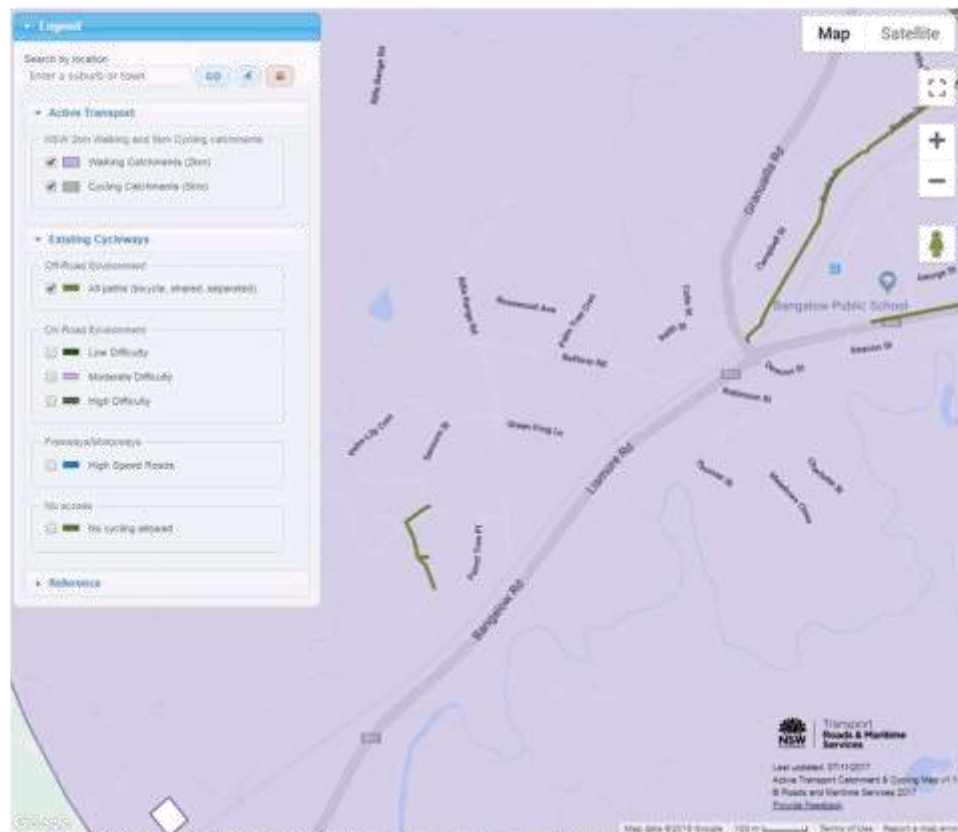


Figure 3 – Existing Missing Links in Cycling Infrastructure between Byron Bay and Suffolk Park

2.2 Key Attractors



Figure 4 – Trip Attractors Serviced by the Proposed Byron Bay to Suffolk Park Cycleway

Trip attractors serviced by the proposed Byron Bay to Suffolk Park Cycleway are illustrated in Figure 4 above and include the following:

- Bangalow Public School
- Bangalow Town Centre
- Bangalow Bowling Club
- Bangalow Sports Fields
- Bangalow Tennis Courts
- Bangalow Showgrounds
- Bangalow Skate Park
- Ferros Aged Care Residential Village
- Bangalow RSL Hall
- St Kevin's Church
- Allsouls Anglican Church
- Bangalow Presbyterian Church
- Bangalow Sikh Temple
- Multiple residential areas
- Multiple bus stops
- Multiple taxi stations

3. Scope

3.1 Project Scope

The current project scope is for detailed design (in conjunction with RMS) for a 750m long, 2.5m wide shared path between Rifle Range Road and Bangalow town (Granuaile Rd) along Lismore-Bangalow Rd, with future connections to be allowed for.

Detailed design will be based on, but not limited to, concept designs already developed (attached to this application). Several options exist for the route of the shared path including possible use of the adjacent rail corridor, all of which must be investigated for suitability and feasibility prior to final detailed design.

4. Design

3.1 Design

Concept designs have been attached as part of this application. Figures 5 and 6 below are examples of previous conceptual designs and considerations.



Figure 5 – Previous design considerations



Figure 6 – One of the existing conceptual designs

5. Budget Estimate

5.1 Budget Estimate

Figure 7 below is a summary of the full Project Budget Estimate submitted with this application.

Lismore Bangalow Road Shared Path - Project Budget Estimate					
Project Title		Lismore Bangalow Road			
Council Name		Byron Shire Council			
Total Amount of RMS Priority Cycleways Funding Requested		\$150,000			
Total Project Budget Amount		\$150,000			
Project budgets are GST exclusive.					
Item / Activity / Task	Quantity	Unit	Rate	Total \$	Comments
Design/Documentation					
- Detailed design in conjunction with RMS	1.0	ea	150,000	150,000	Inc. 10% contingency
TOTAL				150,000	
RMS Active Transport Priority Cycleways Fund				150,000	

Figure 7 – Project Budget Estimate

6. Project Plan

6.1 Project Plan

2019/20: Detailed design in conjunction with RMS

2020/21: Construction



Project Overview

RMS Connecting Centres Kolara Way Redgate Road

December 2018

Index

1. Index	1
2. The Project.....	2
2.1 Purpose of the project.....	2
2.2 Project Description.....	2
2.3 Location of the Project.....	2
2.4 Sustainability.....	4
2.5 Healthy, Safe, Socially engaged and well-connected communities	4

The Project

2.1 Purpose of the project

The purpose of the Kolora Way Redgate Road Project is to:

- Provide a shared path to link the north ocean shore bus interchange with South Golden Beach recreational and commercial areas.
- Complete the detailed design in 2019/20 so as to proceed with construction in 2020/21

2.2 Project Description

Byron Shire Council proposes the development of the Kolora Way – Redgate Road Connection: a 350m long, 2.5m wide shared path along New Brighton Rd from Kolora Way to Redgate Road. This shared path will connect three existing cycleways on New Brighton Road, Redgate Road and Kolora Way to complete the missing link between Ocean Shores, South Golden Beach and New Brighton.

Communities have expressed a need for this connection to allow for cyclists of all ages and abilities to access between towns and to the adjacent schools safely. The proposed project was identified in Byron Shire's 2008 Bike Plan and more recently as priority works in community workshops held for the development of the 2019-29 Bike Plan (complete March 2019).

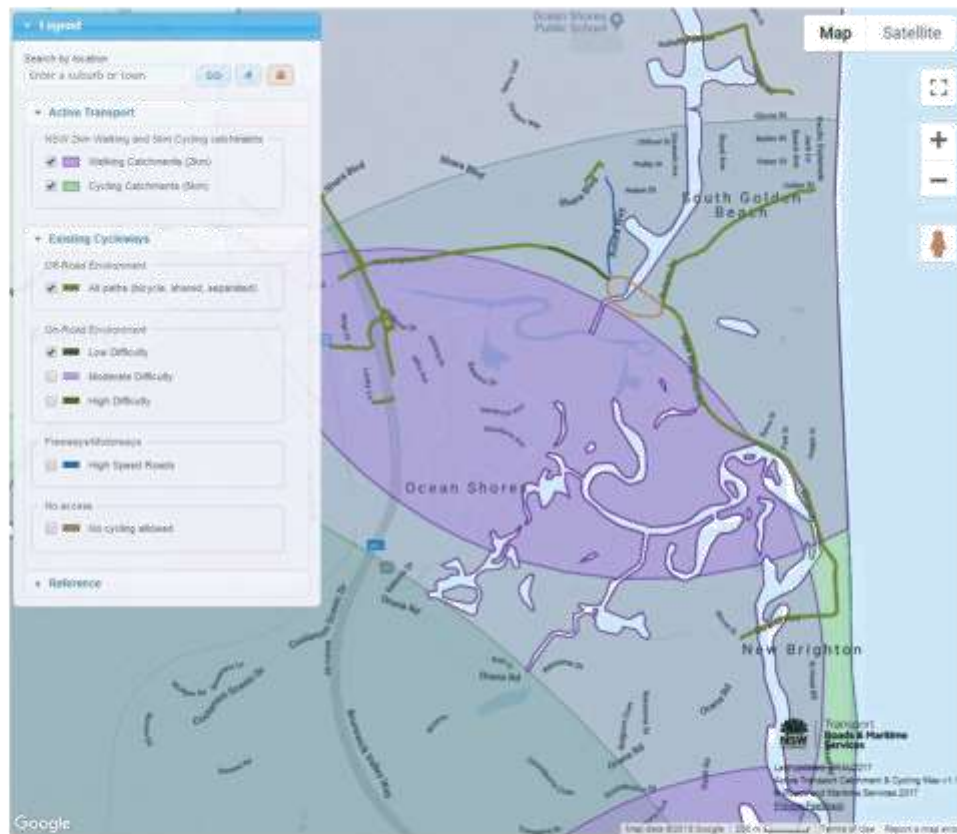
The project purpose is to link cyclists with school and work places along the route, enable safe passage for cyclists of all ages and abilities, encourage health and well being through active transport and reduce the need to rely on cars; all goals identified in Council's Community Strategic Plan and Bike Plan.

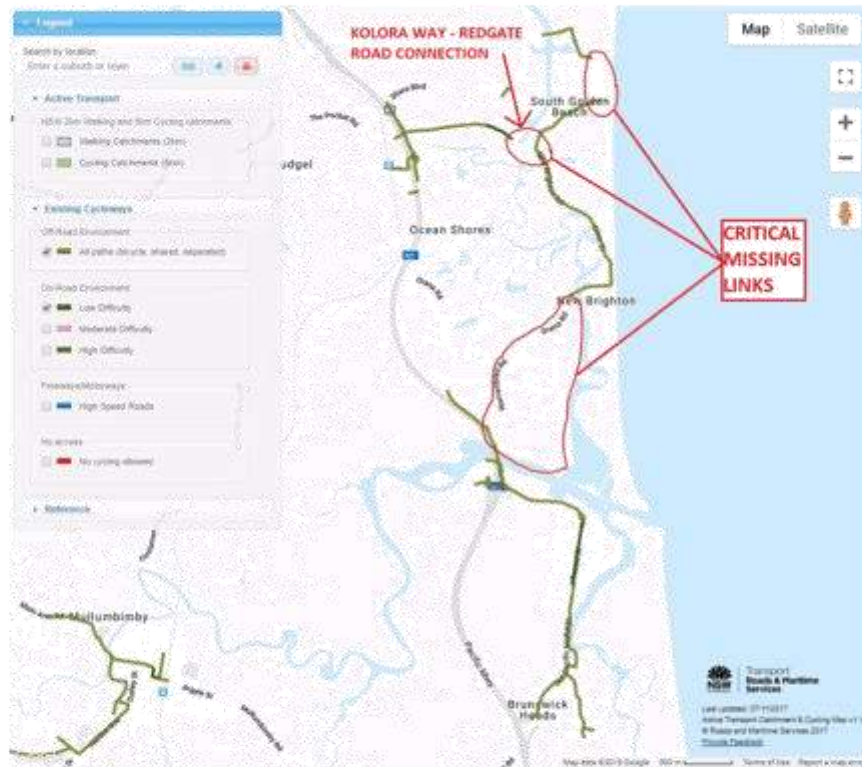
This project will contribute to a substantial increase in cycling participation by providing safe and well connected facilities that the communities along the route have expressed a need for. The project will be undertaken alongside RMS funded non-infrastructure initiatives including an annual Bike Week event and Bike Workshops to further encourage cycling as a fun and healthy transport alternative.

The current lack of cycleway is due to Yelgun Creek and the narrow traffic bridge that crosses it. The design will include an extension of the existing structure or construction of a new structure to cross the creek, which is environmentally sensitive. Council is seeking \$120,000 in RMS funding to add to \$40,000 Council funds for a project total of \$160,000 to complete detailed designs, which will be developed in collaboration with RMS in 2019/20. Construction is planned for 2020/21 and estimated at \$1,500,000.

2.3 Location of the Project

The map below shows the missing links in the cycling network within the Oceans Shores Catchments area.





2.4 Sustainability

TfNSW Future Transport Strategy 2056 states as its sustainable objectives the following: “Moving people from private vehicles to more sustainable transport modes will reduce congestion and the transport sector’s emissions intensity, improve air quality and support better health and wellbeing. Well planned centres and cities, will enable a shift from private cars to public transport and active transport modes such as walking and cycling. In Sydney, the key to this will be the delivery of three 30 minute cities, supported by reliable ‘turn up and go’ mass transit services.”

Byron Shire Council has a zero emissions target by 2030 and is dedicated to a low emissions environment and in doing this managing its climate change risks to support the Government’s Climate Change Policy Framework and its aspirational target of zero net emissions by 2050.

Byron Shire Council is aiming to build and maintain its cycling and walking infrastructure to a standard that will withstand extreme weather and sea-level rise with minimal damage and disruption to its network functionality.

2.5 Healthy, Safe, Socially engaged and well-connected communities

TfNSW in partnership with council has created a number of programs to increase opportunities for people to be more active and healthier. Byron Shire Council has engaged in significant Community consultation to meet the needs of its community with the aim of providing active transport options for its users.

The Kolora Way – Redgate Road shared path is a significant infrastructure project within the Ocean Shores catchment. It will provide a critical connection between Ocean Shores, New Brighton and

4 | Page

RMS Cycling Program - December 2018

South Golden Beach, allowing users to access the myriad of major trip attractors along its length, including; 2 Schools, South Golden Beach recreational areas including the beach, playground, Community centre and shops, the Shara Boulevard Bus Interchange, multiple parks, the existing shared path to the North Ocean Shores sporting facilities and Billinudgel commercial areas.

Beyond supporting the local residents and community, this shared path will add value to the area and provide the missing link for Ocean Shores, New Brighton and South Golden Beach residents.

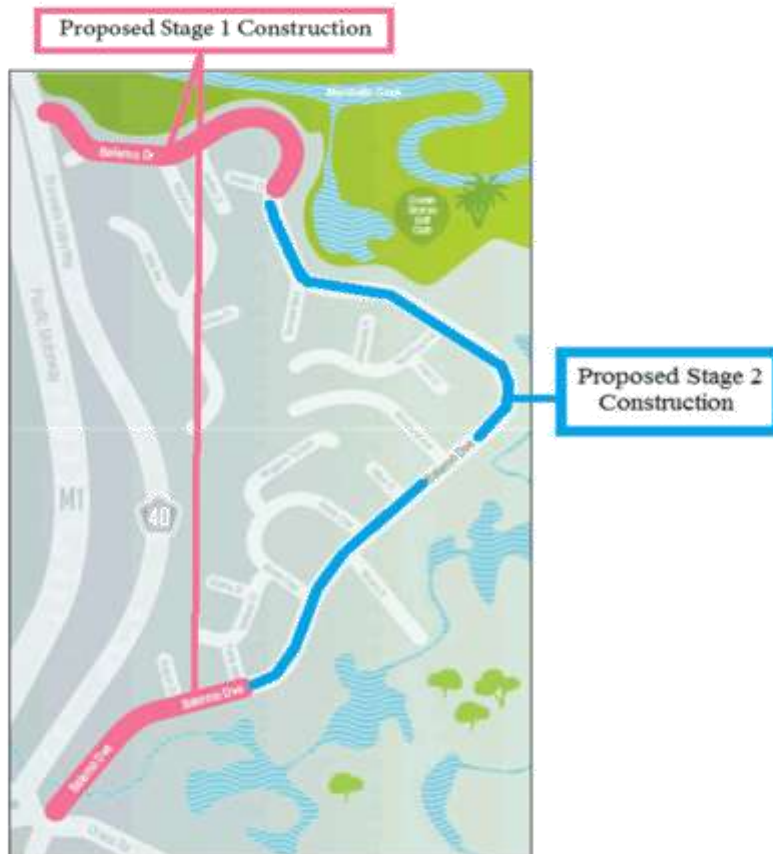
BYRON SHIRE COUNCIL

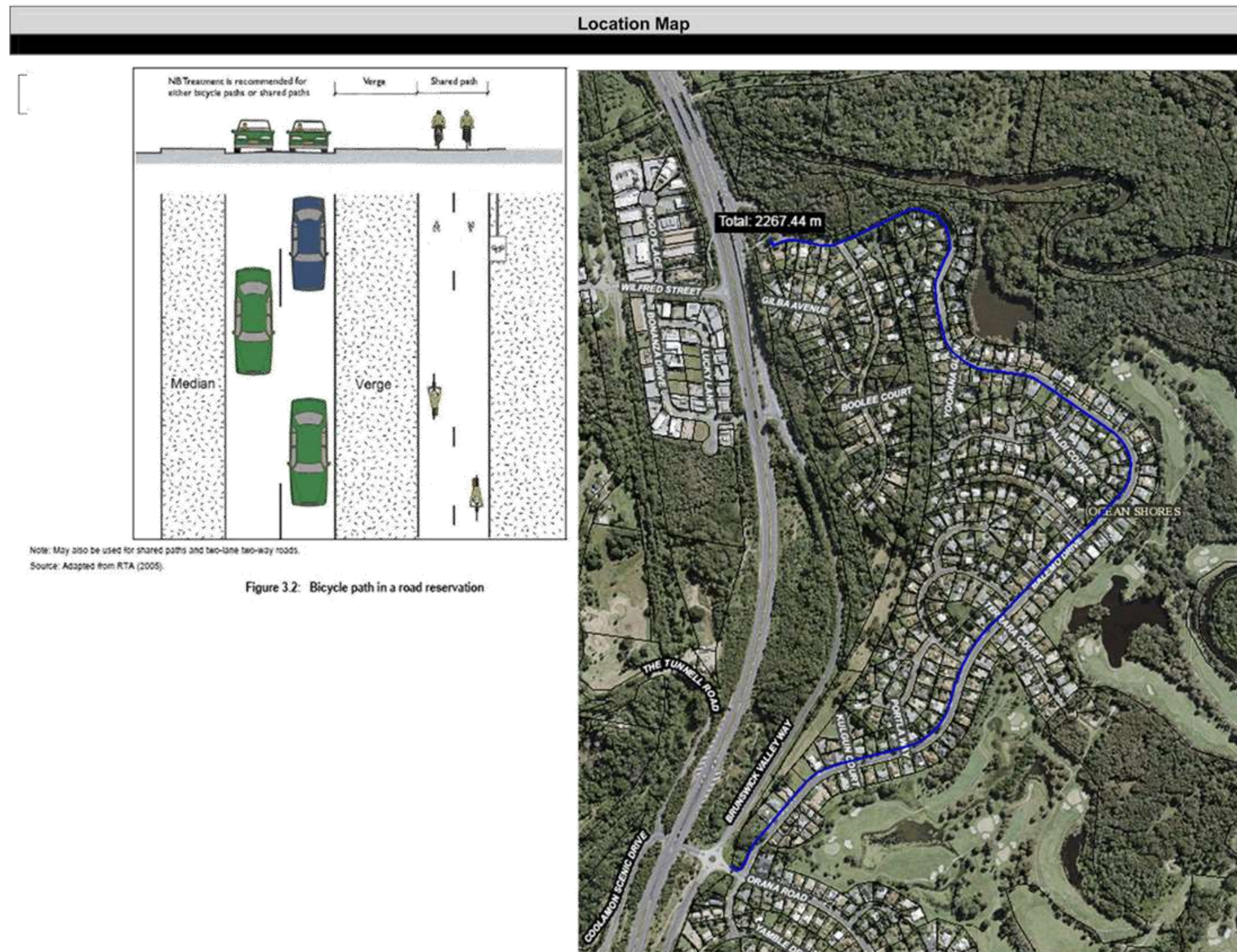
STAFF REPORTS - INFRASTRUCTURE SERVICES

4.1 - ATTACHMENT 5

Stage 2 - Balemo Drive Shared Pathway Cost Estimate

Item	unit	Rate	Number	Total Item Cost
Driveways	\$/ea	\$ 3,180	57	\$181,260.00
Length Path	\$/m	\$ 320	1154	\$369,280.00
Trees	\$/ea	\$ 250	18	\$4,500.00
electrical Xing	\$/ea	\$ 500	3	\$1,500.00
Electrical - Length	\$/m	\$ 100	60	\$6,000.00
Optic fiber	\$/m	\$ 500	0	\$0.00
Telstra - Cable lower	\$/m	\$ 100	773	\$77,300.00
Telstra - Pit	\$/ea	\$ 5,000	27	\$135,000.00
Water	\$/ea	\$ 2,000	2	\$4,000.00
Sewer	\$/ea	\$ 4,000	5	\$20,000.00
Storm	\$/ea	\$ 4,000	10	\$40,000.00
PAMP	\$/ea	\$ 5,000	2	\$10,000.00
Fence	\$/m	\$ 150	0	\$0.00
Gaurdrail	\$/m	\$ 1,300	0	\$0.00
Total Cost				\$848,840.00
Total cost with 10% contingency				\$933,724.00





Balemo Drive Ocean Shores Shared Path Concept Plan

Report No. 4.2
Directorate: Infrastructure Services
Report Author: Daniel Strzina, Project Engineer
File No: I2019/19
Theme: Infrastructure Services
Local Roads and Drainage

Summary:

This report provides a status update on the development of the Bike Strategy and Action Plan (Bike Plan) and Pedestrian Access and Mobility Plan (PAMP).

PSA Consulting have been engaged to develop the Bike Plan and PAMP concurrently. This status update is part of a commitment to provide regular updates to every ordinary TIAC meeting.

An update on the results of the public exhibition of the Byron Bay (Browning St) to Suffolk Park (Clifford St) Cycleway Investigation Report is also included in this report.

RECOMMENDATION:

1. That the Committee note the status update on the development of the Bike Strategy and Action Plan (Bike Plan) and Pedestrian Access and Mobility Plan (PAMP).
2. That Option 2 is endorsed for the target completion dates for both Plans, as per the Updated Delivery Schedule (Option 2).

REPORT

Background

- 5 The PAMP and Bike Plan are currently under development with draft versions of chapters 1 and 2 complete. The previous status report informed of the completion of consultation stage 1 and the progress of consultation stage 2.

Progress

- 10 The first two stages of consultation are now complete and the consultant is currently processing the data collected and progressing with the development of chapters 3, 4 and 5 of the draft plans.
- 15 An updated delivery program has been developed. This program is considered to be tight due to the quantity of work to be undertaken on both plans and the requirement to submit reports at least two weeks prior to TIAC and Council meetings. The program is based around dates for Ordinary Council Meetings and Extraordinary TIAC Meetings.

Updated Delivery Schedule

- 20 07 Mar 19: PSA submits PAMP and Bike Plan Draft v1 for review by IS
 14 Mar 19: IS return PAMP and Bike Plan Draft v1 with comments to PSA
 21 Mar 19: PSA submits PAMP and Bike Plan Draft v2
 21 Mar 19: Report due: Presentation of PAMP and Bike Plan Draft v2 to TIAC at Extraordinary Meeting 03 Apr 19 (exact meeting date tbc)
- 25 03 Apr 19: **TIAC Extraordinary Meeting** – PSA present PAMP and Bike Plan Draft v2 to TIAC for feedback/comment
 17 Apr 19: PSA submits PAMP and Bike Plan Draft v3 for review by IS
 19 Apr 19: IS return PAMP and Bike Plan Draft v3 with comments to PSA
- 30 26 Apr 19: PSA submits PAMP and Bike Plan Draft v4 (final draft) for Public Exhibition
 26 Apr 19: Report Due: PAMP and Bike Plan Draft v4 (final draft) to TIAC Extraordinary Meeting 07 May 19 (exact meeting date tbc)
- 07 May 19: **TIAC Extraordinary Meeting** – TIAC Endorse PAMP and Bike Plan Draft v4 (final draft) for Public Exhibition
- 35 07 May 19: Report due for Council Ordinary Meeting 23 May 2019: PAMP and Bike Plan Draft v4 (final draft) for Public Exhibition as endorsed by TIAC
 23 May 19: **Council Ordinary Meeting** – Council Endorse PAMP and Bike Plan Draft v4 (final draft) for Public Exhibition
- June 19: Consultation round 3 – Public Exhibition of draft plans.
- 40 22 Aug 19: **Council Ordinary Meeting** – Council review Public Exhibition submissions and adopt final PAMP and Bike Plan if there are no major issues identified by the public.

- Meeting these deadlines depends entirely on the quantity of comments and changes to be included in the plans after each Extraordinary TIAC Meeting, and the time for the consultant to implement these changes within the short space of time between when meetings finish and when the report for the next meeting is due.

Options

50 Option 1

An option exists to shorten this schedule by:

- Fast tracking the development of the draft plans,
- Holding the first TIAC Extraordinary meeting 1-2 weeks earlier,

- Allowing only minimal commentary to be included in the development of the draft plans,
- Reporting the final draft plans directly to the 18 Apr 19 Council Ordinary Meeting.

This option is not recommended as it restricts the ability for TIAC to have input into the plans, and the time required for PSA to incorporate this input. Additionally, it removes an opportunity for TIAC to review the final draft before it is reported to Council.

Option 2

Use the Updated Delivery Schedule above as a target schedule. **This option is recommended.**

Revert to Option 3 below if deadlines are not achievable as a consequence of significant changes being required due to the high number of modifications necessary to reflect submission feedback suggestions.

Option 3

In the case that Option 2 deadlines are not achievable due to the requirement for substantial changes or where a quorum cannot be reached at one of the extraordinary meetings, an option exists to extend the schedule by:

- Postponing the second TIAC Extraordinary Meeting (presentation of final draft plans) until around 05 Jun 2018
- Reporting the draft plans for public exhibition to the 27 June Council Ordinary Meeting.
- Undertake Public Exhibition of the draft plans in July
- Council review the Public Exhibition submissions and adopt the Bike Plan and PAMP at their Ordinary Meeting on 22 Aug 2018 (no change to final adoption date)

STRATEGIC CONSIDERATIONS

Community Strategic Plan and Operational Plan

Objective: 1:	We have infrastructure, transport and services which meet our expectations
Strategy 1.3:	Support, through partnership, a network of integrated sustainable transport options
Action 1.3a)	Ensure an integrated and accessible transport network (SP)
Activity:	Update Bike Plan and Pedestrian and Access Mobility Plan (PAMP). Apply annually to NSW State Government through RMS for Bike Facilities Grants.

Legal/Statutory/Policy Considerations

There are no negative legal, statutory or policy implications at this time.

Relevant Policy:

Strategic Transport Statement (Transport Policy) - Policy No. 09/001 (Document No. DM861019)

Financial issues

There are no negative financial issues at this time.

Consultation and Engagement

The final stage of consultation will be the public exhibition of the draft plans.

Results of the Public Exhibition of the Byron Bay to Suffolk Park Cycleway Investigation Report

- 5 The Byron Bay (Browning St) to Suffolk Park (Clifford St) Cycleway Investigation Report including Preferred Option Concept Design was placed on public exhibition for comment by formal submission for a period of 28 days from 16 November 2018 to 14 December 2018. A report has been written for Council at their meeting on 28 February 2019 that summarises the procedure and details the outcomes of the public exhibition process. A summary of the results of the public exhibition consultation is as follows:
- 10 A total of 118 submissions were received. This consisted of 104 survey responses, 13 emails and one letter. The majority of submissions were from residents and two were from businesses; The Byron Bay General Store and The Bower Byron Bay.
- 15 A summary of the breakdown of the submissions is as follows:
- 112 out of 118 (95%) supported the Preferred Option Concept Design.
 - 6 out of 118 (5%) objected to the Preferred Option Concept Design.
 - 8 out of 118 (7%) specified a preference for Option 4 (rail trail) for the Northern Section.
 - 57 out of 118 (48%) support a proposal to name the cycleway after Ben Donohoe.
 - 20 • 4 out of 118 (3%) supported the Preferred Option Concept Design as long as considerations were made with respect to the detailed design of the area around The Byron Bay General Store.
- 25 The submissions have been collated and added as confidential attachments to the Council report, along with further details on the results and recommendations as to how to proceed.

Report No. 4.3 **Roadside Barrier Audit and Condition Assessment**
Directorate: Infrastructure Services
Report Author: Blyth Short, Asset Management Coordinator
File No: I2019/35
5 **Theme:** Infrastructure Services
 Asset Management Planning

Summary:

10 To inform the Transport and Infrastructure Advisory Committee of the condition of the entire
 roadside barrier asset group after the audit and inspection process undertaken in 2018 and to
 highlight that funding constraints means the progressive renewal of roadside barriers is currently
 unfunded and that urgent repairs are funded from the annual road maintenance budget.

RECOMMENDATION:

That:-

1. **The committee note the report;**
2. **The committee note the progressive renewal of roadside barriers is currently unfunded and that urgent repairs are funded from the annual road maintenance budget;**
3. **Consideration will need to be given to the potential reallocation of funding to support a progressive and long term road side barrier renewal program.**

REPORT

Background:

5 The Community Solutions Panel report (E2018/33402) stated that 'Risk and Safety' is the first priority in the council's decision making approach. This outcome aligned well with the next asset group for the asset team to audit and condition assess being roadside barriers.

10 During the 'Customer Levels of Service' Survey (I2018/1315) undertaken in June 2018, roadside barriers rank 5th on level of *importance* to the community (higher level of importance than the street sweeper, bus shelters, signs and guideposts).

15 Byron Shire Council engaged CARDNO™ to assist in the development of the condition assessment manuals and other documentation required to undertake the audit and condition assessment task. These documents are as follows:-

- Roadside Barriers - Approved RMS Roadside Barrier Systems (E2017/72970)
- Roadside Barriers - Condition and Maintenance Training (E2017/72980)
- Roadside Barriers - Condition Rating Table (E2017/72975)

20 Using the mobile inspection software platform *REFLECT*™ with an accurate GPS receiver *TRIMBLE*™ device, internal staff resources were able to accurately and repeatedly condition assess and physically locate all roadside barriers in the shire.

25 Condition Outcomes:

A total of 590 roadside barriers currently exist in the shire. This number is made up of various types, manufacturers and combinations of barriers. The overall condition split of roadside barriers is shown in Figure 1 below. The general condition attributes are shown in Figure 2, 3 and 4.

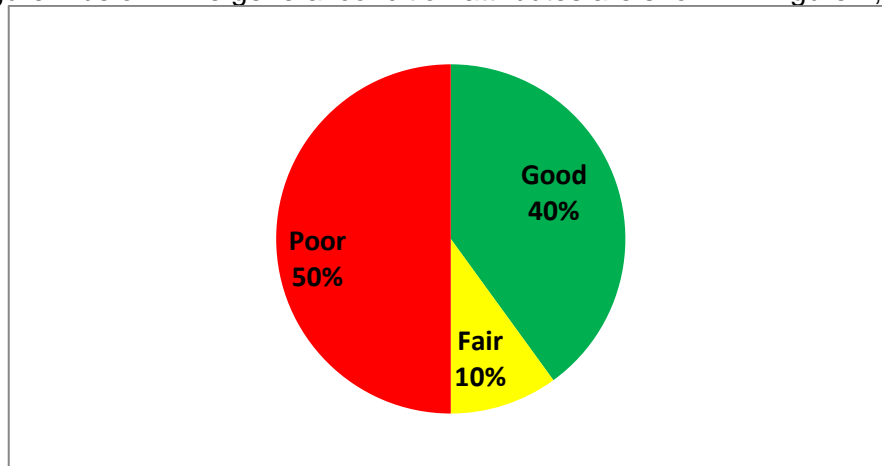


Figure 1 – Roadside Barrier condition splits

This condition is made up of the following roadside barrier component details:

- 184 approach terminals in a poor condition
- 91 barriers in a poor condition
- 228 departure terminals in a poor condition

General Condition Attributes:



GOOD CONDITION

- ✓ RMS Approved System
- ✓ Correct Height
- ✓ Barrier System Covers the Hazard
- ✓ All Indicators in a Good condition
- ✓ Wire rope tensioned

5

Figure 2 – Good condition attributes



FAIR CONDITION

- RMS Approved System
- Incorrect Height
- Barrier System does not cover the Hazard
- All Indicators in a Fair condition
- Wire rope tensioned

10

Figure 3 – Fair condition attributes



POOR CONDITION

- X Not an RMS Approved System (Fishtail, Drum End)
- X Incorrect Height
- X Barrier System no longer functional
- X All Indicators in a Poor condition
- X Wire rope not tensioned

Figure 4 - Poor condition attributes

5 Cost Outcomes:

Costs have been calculated to give an idea of what funds are required by council to get all roadside barriers up to at least a fair condition. Below are average current costs for barrier renewals:

10

- Terminal replacement cost: \$4,000 each
- W-Beam barrier replacement cost: \$200 p/m
- Wire rope anchor: \$2,200 each
- Wire rope barrier replacement cost: \$78 p/m

15

- Traffic control: \$1,200 p/d

Using this information, council has an estimated 'Bring to Satisfactory' backlog (any condition 4 and 5) of around \$2 million. It is worth noting all barrier renewals are completed by specialised contractors. At a minimum, Council needs to invest \$200,000 per year over 10 years to start arresting the infrastructure backlog decline of this asset class.

20

Conclusion:

25 This report outlines the large amount of roadside barriers in poor condition and approximate costs to bring back to at least fair condition. The information gathered from the audit and condition assessment process has been compiled and entered into the 'Roadside Barrier Risk Matrix' (Attachment 1 - E2018/62897). This risk matrix not only takes current asset condition into consideration, but also many other environmental and social factors that have an impact on that particular asset. This matrix enables council to individually score each asset on its risk merit and allows for easy and transparent decision making on which assets should be prioritised for capital renewal.

30

35

STRATEGIC CONSIDERATIONS***Community Strategic Plan and Operational Plan***

1.1 Provide a road network which is safe, accessible and maintained to an acceptable level of service	
	b) Develop maintenance levels for road network infrastructure in line with Community Solutions Panel values (S P)
Activity 1.1.b	Refine risk based methodologies and predictive modelling to strategically prioritise maintenance and renewal of infrastructure
	c) Prioritise road network asset renewal and upgrade programs in line with Community Solutions Panel values (S P)
Activity 1.1.c	Implement asset renewal projects for: Roadside Barriers

5

Legal/Statutory/Policy Considerations

Asset Management Policy #2014/33229

10 ***Financial Considerations***

The progressive renewal of roadside barriers is currently unfunded. Urgent repairs are funded from the annual road maintenance budget. In these circumstances the overall condition of the road side barriers will continue to decline.

15

Consideration will need to be given to the potential reallocation of funding to support a progressive and long term road side barrier renewal program. Ideally, the 10 year Long Term Financial Plan could include \$200,000 per annum for the ongoing capital renewal of the shires poor condition roadside barriers.

20

Report No. 4.4 **Buildings Asset Management Plan**
Directorate: Infrastructure Services
Report Author: Blyth Short, Asset Management Coordinator
File No: I2019/55
Theme: Infrastructure Services
 Asset Management Planning

Summary:

The 2018/19 Operational Plan identifies that the Building Asset Management Plan (BAMP) is due for completion by 30 June 2019. The Building asset portfolio has an asset replacement value of \$73.7 million for Buildings as of 30 June 18. They include 265 buildings grouped into function use categories: public toilets, recreation facilities, halls / community centres, preschools, council operations, Tyagarah Airfield buildings, caravan park cabins, commercial leases, community leases, emergency services, Bangalow Showground and swimming pool buildings.

In November 2018, Council commenced a buildings audit and condition assessment project to collect data to feed into the BAMP. This phase is due for completion by 22 February. The focus is on high risk defects to address safety and prepare a long term capital renewal program using Predictive Modelling software.

The Building Asset Management Plan is a requirement under the NSW LG Integrated planning and reporting framework. It forms apart of the Resourcing Strategy. The framework requires community engagement.

Council has prepared a Customer Levels of Service (CLoS) survey as one measure to calculate customer satisfaction and importance ranking of the buildings by functional use as listed above. It is intended that this data will feed into the relevant CLoS Section of the BAMP.

RECOMMENDATION:

That the Committee support the ongoing development of the Buildings Asset Management Plan and the associated community consultation and engagement plan.

Attachments:

- 1 BAMP Communication and Engagement Plan_v2, E2019/4012 , page 71 [↓](#)

REPORT

The 2018/19 Operational Plan activity (1.2 b) identifies that the Building Asset Management Plan (BAMP) is due for completion by 30 June 2019.

Byron Shire Council's Building assets enable the community to access and enjoy a range of services and facilities that Byron has to offer. It has an asset replacement value of \$73.7 million for Buildings, as of 30 June 18. The efficient management of these Building assets is vital to provide safe, reliable and efficient services. The building portfolio consists of 265 buildings grouped into function use categories:-

- public toilets,
- recreation facilities,
- halls / community centres,
- preschools,
- council operations,
- Tyagarah Airfield buildings,
- caravan park cabins,
- commercial leases,
- community leases,
- emergency services,
- Bangalow Showground, and
- swimming pool buildings.

Council previously has not inspected the entire asset portfolio and does not have a lot of consistent data. As such Council commenced a buildings audit and condition assessment project to collect data to feed into the BAMP. This phase is due for completion by 22 February. The focus is on high risk defects to address safety and prepare a long term capital renewal program using Predictive Modelling software. The focus on safety is to align with both the Community Solutions Panel recommendations and councils Strategic Asset Management Plan (E2016/100839).

In terms of high risk assets the building portfolio was the next in line after the Roadside Barrier Asset sub-category.

Asset Management Background:

Failure to adequately plan for the replacement of these existing assets and the development of new assets will result in assets not meeting the needs of the community now, and into the future.

The Building Asset Management Plan (BAMP) will demonstrate how Council will achieve its strategic asset management outcomes by applying responsible and effect asset management planning. The key elements of infrastructure asset management are:

- Taking a life cycle approach
- Developing cost-effective management strategies for the long term
- Providing a defined level of service and monitoring performance
- Understanding and meeting the demands of growth through demand management and infrastructure investment
- Managing risks associated with asset failures
- Sustainable use of physical resources

- Continuous improvement in asset management practices.

Council will measure the effectiveness and application of the asset management plan through:

- 5
 - Stakeholder consultation
 - Regular condition and maintenance inspections
 - Continued use of Assetic Predictor® to predict renewal requirements
 - Continuous review and improvement to asset management practices
 - Key Performance Indicators (KPI) monitoring and recording

10

Governance

The Building Asset Management Plan is a requirement under the NSW LG Integrated planning and reporting framework. It forms apart of the Resourcing Strategy. The framework requires community engagement.

- 15 The national framework on asset management and planning sets out a national direction for levels of service and consultation with communities. Relevant extracts from the 7 elements relating directly to Levels of Service are:

Element 1 – Development of an asset management policy which:

- 20
 - Broadly takes account of whole of life costing, service levels and financing options, and
 - Requires the adoption of an asset management plan informed by community consultation.

Element 2 – Strategy and planning. Asset management plans will:

- Provide information about assets, including particular actions required to provide a defined level of service in the most cost-effective manner.

Element 4 – Defining levels of service

- 25
 - Establish service delivery needs and define service levels in consultation with the community,
 - Establish quality and cost standards for services to be delivered from assets, and
 - Regularly review their services in consultation with the community to determine the financial impact of a reduction, maintenance or increase in service.

30 (LGPMC, 2009, pp 3-5)

Customer Levels of Service:

- 35 The level of community engagement is up to individual councils. Many councils struggle with how to engage with the community to define and determine agreed levels of service. Research has been undertaken to investigate how other councils have achieved this. It is worth noting that Council has just commenced the journey for the buildings and is aiming to take small steps with the first iteration of the BAMP.

- 40 Council has prepared a Customer Levels of Service (CLoS) survey based off the Institute of Public Works Engineering Australia, *Building Condition & Performance Assessment Guidelines* (2016). This will be one measure to calculate customer satisfaction and importance ranking of the buildings

by functional use, listed above. It is intended that this data will feed into the relevant CLoS Section of the BAMP.

When the survey goes on public exhibition in March, the TIAC members will be emailed a link to participate. The Communication and Engagement Plan E2019/4012 outlines the consultation process in detail.

Additionally, council will use the Customer Request System to calculate key performance indicators for the public toilets.

STRATEGIC CONSIDERATIONS

Community Strategic Plan and Operational Plan

CSP Objective	L2	CSP Strategy	L3	DP Action	L4	OP Activity (18/19)
1.2 Provide essential services and reliable infrastructure which meet an acceptable community standard				b) Develop infrastructure asset renewal and upgrade program in line with Community Solutions Panel values (S P)		Prepare a Buildings Asset Management Plan

1.2 Provide essential services and reliable infrastructure which meet an acceptable community standard		a) Deliver infrastructure maintenance services in line with Community Solutions Panel values (SP)	Implement planned maintenance program for asset classes: <ul style="list-style-type: none"> • Buildings • Water and Sewer • Resource and Recovery Operations 	Manages Open Space and Resource Recovery, Utilities, Community Development	>95% completion on planned maintenance activities in program	30-Jun-18
		b) Develop infrastructure asset renewal and upgrade program in line with Community Solutions Panel values (SP)	Prepare a Buildings Asset Management Plan	Manages Assets and Major Projects	Draft presented to Council for adoption	30-Jun-18
			Prepare an Open Space Asset Management Plan	Manages Open Space and Resource Recovery, Asset and Major Projects	Draft presented to Council for adoption	30-Jun-18
		c) Develop infrastructure new works program in line with Community Solutions Panel values (SP)	Prepare a new works 10 year program that is aligned to an adopted Recreational Needs Assessment and Solutions Panel values	Manages Open Space and Resource Recovery	Program adopted	30-Jun-19

Consultation and Engagement

Communication and Engagement Plan E2019/4012 outlines the consultation process in detail.

REFERENCES:

LGPMC, 2009, *Asset Planning and Management, Local Government Financial Sustainability Nationally Consistent Frameworks, Framework 2*, Local Government and Planning Ministers' Council, Canberra. http://www.lgpmcouncil.gov.au/publications/sus_framework.aspx.

LGPMC, 2009, *Asset Planning and Management, Local Government Financial Sustainability Nationally Consistent Frameworks, Framework 3*, Local Government and Planning Ministers' Council, Canberra. http://www.lgpmcouncil.gov.au/publications/sus_framework.aspx.



Communication and Engagement Plan

#E2019/4012

Project name	Building Asset Management Plan
When	November 18 to June 2019
Background	<p>Byron Shire Council's building assets enable the community to access and enjoy a range of services and facilities that Byron has to offer. As of 30 June 18 they have a replacement value of \$73.7 million. These buildings include public toilets, sports facilities, halls, community centres, preschools, council operations, sheds, Tyagarah Airfield buildings, caravan park cabins, commercial leases, community leases, emergency services, Bangalow Showground, and swimming pool buildings. The efficient management of these building assets is vital to provide safe, reliable and efficient services.</p> <p>Failure to adequately plan for the replacement of these existing assets and the development of new assets will result in assets not meeting the needs of the community now, and into the future.</p> <p>This Building Asset Management Plan (BAMP) will demonstrate how Council will achieve its strategic asset management outcomes by applying responsible and effect asset management planning. The key elements of infrastructure asset management are:</p> <ul style="list-style-type: none"> • Taking a life cycle approach • Developing cost-effective management strategies for the long term • Providing a defined level of service and monitoring performance • Understanding and meeting the demands of growth through demand management and infrastructure investment • Managing risks associated with asset failures • Sustainable use of physical resources • Continuous improvement in asset management practices. <p>Council will measure the effectiveness and application of the asset management plan through:</p> <ul style="list-style-type: none"> • Stakeholder consultation • Regular condition and maintenance inspections • Continued use of Assetic Predictor© to predict renewal requirements • Continuous review and improvement to asset management practices • Key Performance Indicators (KPI) monitoring and recording
Governance	<p>The Building Asset Management Plan is a requirement under the NSW LG Integrated planning and reporting framework. It forms apart of the Resourcing Strategy. The framework requires community engagement.</p> <p>The national framework on asset management and planning sets out a national direction for levels of service and consultation with communities. Relevant extracts from the 7 elements relating directly to Levels of Service are:</p> <p>Element 1 – Development of an asset management policy which:</p> <ul style="list-style-type: none"> • Broadly takes account of whole of life costing, service levels and financing options, and • Requires the adoption of an asset management plan informed by community consultation. <p>Element 2 – Strategy and planning. Asset management plans will:</p>

	<ul style="list-style-type: none"> • Provide information about assets, including particular actions required to provide a defined level of service in the most cost-effective manner. <p>Element 4 – Defining levels of service</p> <ul style="list-style-type: none"> • Establish service delivery needs and define service levels in consultation with the community, • Establish quality and cost standards for services to be delivered from assets, and • Regularly review their services in consultation with the community to determine the financial impact of a reduction, maintenance or increase in service. <p>(LGPMC, 2007, pp 3-5)</p> <p>The level of engagement is up to individual councils.</p>
Objectives	<ol style="list-style-type: none"> 1. Inform the broad community of the BAMP and encourage people to share their views and opinions on their satisfaction with building assets with council. 2. Consult the community about customer levels of service and explain: <ul style="list-style-type: none"> • what building facilities and levels of service that the council provides • the current condition of these services and facilities • the cost associated to maintain them into the future • any challenges facing the council in providing these services 3. Involve via a project reference group such as the Transport and Infrastructure Advisory Committee to obtain specific feedback around Customer Levels of Service tables. <p>These objectives are in accordance with the NSW OLG.</p>
Challenges	<ol style="list-style-type: none"> 1. The community may not be able to understand the Customer Levels of Service concepts within the document 2. Lack of community interest in the BAMP. 3. Community may only use buildings/assets in one area and may feel they cannot make comments about infrastructure in the rest of the shire. 4. Consultation fatigue. 5. Lack of community confident in Council's ability to manage roads and other assets. 6. Community perception that Council wastes money. 7. The community's expectations of the Building services will be greater than available budgets and asset condition. 8. The document is large and will take time to read. Therefore, communication to the public must be interesting to want them to get involved. 9. The community may not register the importance of this document despite continued feedback about its lack of satisfaction with respect to public toilets.
Key messages	<ul style="list-style-type: none"> • Council maintains buildings and facilities and we want to hear from the community about their satisfaction for these services. • What Building facilities and levels of service that the council provides. • The current condition of these services and facilities. • The cost associated to maintain them into the future. • Any challenges facing the council in providing these services.

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.4 - ATTACHMENT 1

Media spokesperson	Phil Warner			
Work contact	Blyth Short Asset Management Coordinator			
Emergency Services		NO	Tasked to whom?	When?
Potential level of impact	✓ Level 1 – high impact on local government area			
IAP2 Public Participation Spectrum	✓ Inform ✓ Consult ✓ Involve			
Stakeholders	Internal ✓ Staff (Building Owners) ✓ Customer service ✓ Councillors ✓ Transport & Infrastructure Advisory Committee		External ✓ Ratepayers ✓ Residents ✓ Business organisations (eg Chambers) ✓ Progress Associations ✓ Library users ✓ Love Byron Hall committees (355 Committees) ✓ Local media ✓ Caravan Park Managers/Caretakers ✓ Leasees (Community Organisations e.g. Sporting clubs, Preschools etc)	
Our promise	INFORM <i>We will keep you informed.</i>			
	INVOLVE <i>We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.</i>			
	CONSULT <i>We will work with you to ensure that your concerns and aspirations are considered in the alternative developed and provide feedback on how public input influenced the decision.</i>			
Evaluation	1. The number of submissions and online surveys will be reported to the Transports and Infrastructure Advisory Committee. 2. Number of submissions received during the public exhibition period.			

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.4 - ATTACHMENT 1

Internal staff	YES		Manager Assets and Major Projects	When?
Submitted to Director or Manager	YES		Approved	Feb 19
Reported to ET		NO	Endorsed	
Reported to Council	YES	NO	Endorsed	June 19

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.4 - ATTACHMENT 1

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

Essential  Desirable  Optional  NA Not Applicable

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

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.4 - ATTACHMENT 1

Communication/engagement action plan						
Action (Method) [Remove actions that are not applicable]	Stakeholders [list]	Note [additional info if required]	When [date]	Tasked to [Division/area]	Cost \$	
Letters/emails to specific parties	Customers and staff	Staff, Section 355 Committees and other identified stakeholders	October 18	Asset Management Coordinator		
3 Website notice	Customers and staff	Information to be on website including a link to BAMP document	18 May 19	Asset Management Coordinator		
9 Advertisements in Byron Shire Echo and Byron Shire News	Customers and staff	¼ page.	18 May 19	Asset Management Coordinator	\$150 (Echo) \$300 (BSN)	
14 E-news general	Customers and staff	As required to let people know the document is on exhibition and to make a submission. Link to BAMP document	18 May 19	Media		
18 Media release	Customers and staff	1 or 2 media releases to let people know the document is on exhibition and to make a submission.	18 May 19	Media		
Fact Sheets	Customers	Info-graphic A4 sheets produced by Graphic Designer 2 sheets.	2 April 19	Asset Management Coordinator	\$900	
25 Council report	Councillors	Present draft BAMP	22 June 19	Asset Management Coordinator		
26 Social Media	Customers, commuters, staff	As required to let people know the document is on exhibition and to make a submission. Link to BAMP document and survey	18 May 19	Media	\$50	
32 Survey - online	Customers, commuters, staff	Link to BAMP document Survey Monkey	March 19	Asset Management Coordinator		
Display	Customers, commuters,	Council Foyer and staff notice boards.	18 May 19	Asset Management	\$300	

6

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.4 - ATTACHMENT 1

Communication/engagement action plan					
Action (Method) [Remove actions that are not applicable]	Stakeholders [list]	Note [additional info if required]	When [date]	Tasked to [Division/area]	Cost \$
	staff	Graphic Designer A0 poster.		Coordinator	
40	Project Reference Group	Members and staff	Traffic and Infrastructure Advisory Committee	14 Feb 19 Survey Feedback March 19	Asset Management Coordinator
	TOTAL	\$1700			

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

REFERENCES:

LGPMC, 2009, *Asset Planning and Management, Local Government Financial Sustainability Nationally Consistent Frameworks, Framework 2*, Local Government and Planning Ministers' Council, Canberra. http://www.lgpmcouncil.gov.au/publications/sus_framework.aspx.

LGPMC, 2009, *Asset Planning and Management, Local Government Financial Sustainability Nationally Consistent Frameworks, Framework 3*, Local Government and Planning Ministers' Council, Canberra. http://www.lgpmcouncil.gov.au/publications/sus_framework.aspx.

Report No. 4.5 **Development of a Shire-wide Transport Strategy**
Directorate: Infrastructure Services
Report Author: Daniel Strzina, Project Engineer
File No: I2019/80

5

Summary:

10 The first iteration of this report was delivered to the Committee at their meeting on 15 November 2018. Due to a lack of quorum, no recommendations were made. This iteration includes notes generated during the last meeting and an update on the RFQ process.

The purpose of this report is to:-

- 15 • Provide background information on the development of a Shire-wide Transport Strategy;
- Summarise the outcomes of the first two TIAC workshops on the development of the Shire-wide Transport Strategy, held on 20 April 2018 and 22 June 2018; and
- 20 • Identify any useful existing strategies developed by other Councils, regional bodies and other sources of information for TIAC to continue to workshop the development of the Shire-wide Transport Strategy.
- Recommend the engagement of a specialist consultant to build upon and complete the Shire-wide Transport Strategy.

RECOMMENDATION:

1. **That the Committee recommend to Council the following sections of a Shire-wide Transport Strategy:-**
 - **Scope and context**
 - **Vision**
 - **Principles**
 - **Issues and challenges**

2. **That the Committee review the following sections of a Shire-wide Transport Strategy and develop recommendations to Council for:-**
 - **Targets and desired outcomes**
 - **Key actions to achieve objectives**
 - **Community and stakeholder engagement**

4. **That an RFQ be issued for the engagement of a specialist consultant to undertake the preparation of the Shire-wide Transport Strategy, using the outcomes of Workshops and meetings to date as a foundation for the development of the Strategy.**

25

REPORT**Notes from Previous Meeting (15 November 2018)**

Report No. 4.4 Development of a Shire-wide Transport Strategy
File No: I2018/2035

Notes:

1. That an RFQ be prepared and issued for the engagement of a specialist consultant to undertake the preparation of the Shire-wide Transport Strategy, using the outcomes of Workshops and meetings to date as a foundation for the development of the Strategy.
2. These outcomes include the Committee's recommendations:-
 - a. that the Strategy include the following sections
 - i. Scope and context
 - ii. Vision
 - iii. Principles
 - iv. Issues and challenges
 - b. The finalised sections for
 - i. Targets and desired outcomes
 - ii. Key actions to achieve objectives
 - c. The draft section for
 - i. Community and stakeholder engagement

5 **BUSINESS ARISING:**

1. Climate Change Emergency Motion discussed; central focus that bring together all policies.
2. Item from Sapoty Brooke: IBCC Report:
 - a) Transport has a huge impact on climate change, Council to encourage share transport, electric public transport, electric bikes, charging stations. Council should consider impact on climate with all his actions for example building new roads, buildings etc.
 - b) Council to make sure that climate change is not just a sentence in the strategy but consider real actions. Local Government to provide incentives programs.
 - c) The sustainability of the company to be considered while going for tender for Transport Strategy.
 - d) Council should establish targets for electric vehicles in the shire for example 50% electric vehicles by 2020.

Update

An RFQ has been prepared for the engagement of a specialist consultant to undertake the preparation of the Shire-wide Transport Strategy, using the outcomes of Workshops and meetings to date as a foundation for the development of the Strategy.

The following sections of this report up to 'Strategic Considerations' are as per the first iteration of this report.

Background

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

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

Resolution 16-516

Report No. 5.1 Development of a Shire-wide Transport Strategy

File No: I2016/884

Committee Recommendation 5.1.1

1. *That the Committee develop a Shire-wide Transport Strategy which includes:*

a) *CONTEXT to include consideration of:*

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

b) *OBJECTIVES to include consideration of:*

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

c) *ACTIONS to include the consideration of:*

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

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

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

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

Resolution 18-251

Resolved that Council adopt the following Committee Recommendation(s):

Report No. 4.5 Development of a Shire-wide Transport Strategy

File No: I2018/411

Committee Recommendation 4.5.1

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

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

Resolution 18-305

Resolved that Council adopt the following Committee Recommendation(s):

Report No. 4.1 Development of a Shire-wide Transport Strategy

File No: I2018/685

Committee Recommendation 4.1.1

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

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

Report

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

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

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

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

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

1. Outcomes of the 1st Transport Strategy Workshop (for adoption)

The following agreed outcomes are listed below and in the attached working document for adoption during the ordinary meeting of 15 November 2018.

- *Italics* indicate sections or ideas that have been directly referenced from the original documents with little or no amendment.
- **Red text** indicates additions or amendments made during workshop 2.

Transport Strategy Scope and Context

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

Vision

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

Purpose

1. *Purpose of document is to inform Council on how to implement the vision.*
2. *Integrate with existing and future planning documents.*
3. *Ensure infrastructure projects satisfy strategic goals.*
4. *Support funding applications and opportunities.*
5. *Support and promote general health and wellbeing.*
6. *Cultivate environmental stewardship.*
7. *Foster economic growth.*
8. *Encourage change in modes.*
9. *To coordinate with other Councils across the region.*
10. *How does the document get used? Framework to be developed.*

Principles

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

Challenges and Opportunities

1. *Number of visitors.*
2. *Congestion at peak times.*
3. *Car dependence.*
 - *Sedentary issue.*
 - *Love affair with cars.*
 - ***Fossil fuel** and associated financial, environmental and sociological costs.*
 - *On demand transport.*
4. *Topography and climate.*
5. *Funding.*
6. *Shortfalls in services and infrastructure.*
7. *Public transport.*
 - ***Affordability***
 - ***Frequency***
 - ***Coverage***
 - ***Connectivity***

8. Regional, state and federal transport planning, including funding.
9. Demographics (large proportions of younger and older residents in Byron Shire).
10. Lack of population density due to the rural nature of Byron Shire.

11. *Disruptive technology.*

12. *Distinguish differences between different sets of users (e.g. tourist, leisure, resident, commuter, commercial) and their different needs.*

13. *Internet as a way to avoid unnecessary transport.*

14. *Support of high speed broadband.*

Population Dispersal Discussion

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

- *Different sets of users (e.g. tourist, resident, commuter, business) have different needs.*
- *Acknowledge that there are different patterns (mapping and demand) for different users.*
- *Behavioural aspects must be addressed for safety – e.g. dropping kids at school.*

2. Outcomes of the 2nd Transport Strategy Workshop (for review)

The following outcomes are listed below and in the attached working document for review during the ordinary meeting of 15 November 2018. This section contains excerpts from existing relevant local council Transport Strategies (in *italics* or as images), collated for the purposes of continuing to workshop the development of the Shire-wide Transport Strategy. The full excerpts are available as appendices to the attached working document.

- *Italics* indicate sections or ideas that have been directly referenced from the original documents with little or no amendment.
- *Red text* indicates additions or amendments made during workshop 2.
- **Highlighted text** indicates where review or further work is needed.

1. Targets and desired outcomes

a) Noosa Transport Strategy (2017, page 7).

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

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

Points 1&2 summarise to: Reduce impact and reliance on Transport Infrastructure.

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

Point 3 – add bike friendly and pedestrian friendly schemes.

Note: Ask Shannon Burt's staff to help us to develop this document and invite for the next meeting. E.g. SEE planner to discuss future planning DEP/LEP.

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

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

6. Parking is closely managed through effective controls. **Point 6 OK.**

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

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

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

10. Local public transport routes offer efficient and frequent services. **Point 10 OK – frequency, connectivity etc. Include reference to regional and interregional networks.**

NEW: Transport movement associated with events in line with strategies principles. Apply DTA standards.

NEW: Vehicles being flexible to meet emission targets.

NEW: On demand public transport including driverless vehicles.

NEW: Provision of multimodal HUBs with accessible infrastructure footpaths.

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

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

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

14. New technologies are being used in our transport solutions.

15. Transport initiatives result in significantly reduced greenhouse gas emissions.

Note: Combine Points 14 and 15 together.

NEW: Add point about the Electrification of transport and provision of renewable energy to match the growth.

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

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

Typical sustainable travel options (Neighbourhood): Add car share/car pool and EV.

- 5 Common issues (Regional): Connection issues - add reference to integration. Also add point about cycling facilities, footpath connections, and cycleway connections.

Council's typical role: What we do is beyond the advocacy, policy support etc.

- 10 Typical sustainable travel options: Electrification of transport – encouraging it – add point (we have already charging station).



“Vibrant Activity Centres”

Strategic directions

To achieve our goal, Council will:

1. Deliver and advocate for safe, connected and accessible **walking and cycling infrastructure**
2. Deliver and support **behaviour change and community education initiatives** to promote road and shared trail safety and encourage mode shift toward sustainable transport options
3. Deliver and support **urban design, land use planning and place making projects** to encourage more innovative, engaging and easily navigable places, streetscapes, developments and transport hubs
4. Encourage **development** in areas with convenient access to sustainable transport, and ensure that the impact on transport networks is appropriately identified, addressed and monitored
5. Prioritise an **integrated approach to car parking**, underpinned by regular monitoring of capacity and usage, responsible and sustainable provision, progressive and flexible permit and restriction systems, and consistent and equitable enforcement
6. Develop safe, connected and efficient **routes for all local road users**, including cyclists and pedestrians, supported by related advocacy, planning and infrastructure projects

Consider/include points on the following:

- Tourism and management.
- Rail corridor investigation – it is beyond advocacy.
- Carshare/carpool.
- Electrification of transport.

5

Regional

Our Goal

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

Strategic directions

To achieve our goal, Council will:

1. Deliver and advocate for safe, connected and accessible **walking and cycling infrastructure**
2. Deliver and support **behaviour change and community education initiatives** to promote road and shared trail safety and encourage mode shift toward sustainable transport options
3. Deliver and support **urban design, land use planning and place making projects** to encourage more innovative, engaging and easily navigable places, streetscapes, developments and transport hubs
4. Encourage **development** in areas with convenient access to sustainable transport, and ensure that the impact on transport networks is appropriately identified, addressed and monitored
5. Prioritise an **integrated approach to car parking**, underpinned by regular monitoring of capacity and usage, responsible and sustainable provision, progressive and flexible permit and restriction systems, and consistent and equitable enforcement
6. Develop safe, connected and efficient **routes for all local road users**, including cyclists and pedestrians, supported by related advocacy, planning and infrastructure projects

Consider/include points on the following:

- Provide links to jobs, services, industry and recreational activities.
- Consider Employment Lands Strategy
 - Location Highway vs Ewingsdale road (congestion?)
 - Modal use
 - Distribution HUBs – warehouses in the industrial estate – people buy online
 - Need for distribution centres – click and collect
- Align transport strategy objectives and outcomes with our Community Strategy/Plan

c) Newcastle Transport Strategy (2016, page 27).

Content considered OK, though not as relevant as Noosa, Hobsons Bay.

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

Not a good source/reference.

Only good recommendation is a consistent and regular town loop service.

2. Key actions to achieve objectives

Note: It was generally agreed that 'Key Actions to Achieve Objectives' are specific and directly related to 'Targets and Desired Outcomes'. As such, these actions should be developed once the desired outcomes have been finalised. It is recommended that this is undertaken by a specialist consultant with the skills and resources to finalise the desired outcomes and propose a suitable set of actions to achieve them.

a) Noosa Transport Strategy (2017, page 12).

Content is generally OK, actions are specific to desired outcomes.

- b) Hobsons Bay Integrated Transport Plan (2017, page 30, 36).

5 *Content is generally OK, actions are specific to desired outcomes.*

- c) Newcastle Transport Strategy (2016, page 34-51).

Content is generally OK, actions are specific to desired outcomes.

10 *P10, P11, consider lower speed limits as a safety measure (captured in P12).*

A12: Review Contributions Plan to include the design for residential subdivisions.

NEW: Explore possible funding options: State, federal, section 94.

15

*A17: Reinvestment of paid parking revenues in transport infrastructure
Identify local, regional and interregional freight corridor and access.*

3. Target outcomes of the ordinary meeting of 15 November 2018 (For Development)

20 For discussion during the ordinary meeting of 15 November 2018:

- Recommendations as to what would be considered suitable community and stakeholder engagement for the development of the Shire-wide Transport Strategy.
- Review of the Path Forward below.

25

Path Forward

1. Form a Transport Strategy Working Group under the guidance of TIAC to continue to workshop the strategy using a consultant with the goal of finalising recommendations to TIAC then Council in accordance with Resolution 18-305.
2. Invite other skillsets and disciplines to focussed sessions (walking, cycling, public transport, etc.) to assist the Working Group in developing recommendations.
3. Continue to review and consider existing local council Transport Strategies for content and layout.
4. Prepare a document that shows connection into IP&R documents and other internal and external strategies.
5. Research: Scope, context and path forward - Add some graphs about safety, surveys.

35

4. Recommendation: Engagement of a specialist consultant

It is recommended that an RFQ be prepared and issued for the engagement of a specialist consultant to undertake the further development and preparation of a Shire-wide Transport Strategy using the outcomes above as a foundation for the development of the document.

40

STRATEGIC CONSIDERATIONS***Community Strategic Plan and Operational Plan***

5

Objective: 1:	We have infrastructure, transport and services which meet our expectations
Strategy: 1.3:	Support, through partnership, a network of integrated sustainable transport options
Action 1.3a)	Ensure an integrated and accessible transport network (SP)
Activity:	Prepare an Integrated Transport and Movement Plan (ITMP)

Legal/Statutory/Policy Considerations

There are no negative legal, statutory or policy compliance implications associated with this report.

10

Financial Considerations

Funding of \$75,000 has been allocated to this project as part of the 2018/19 budget, of which there is \$70,712 remaining (as of 8/11/2018).

15

Consultation and Engagement

No consultation or engagement is necessary for this project at this time.