



Project Overview

RMS Connecting Centres Byron Bay to Suffolk Park Cycleway

December 2018

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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).

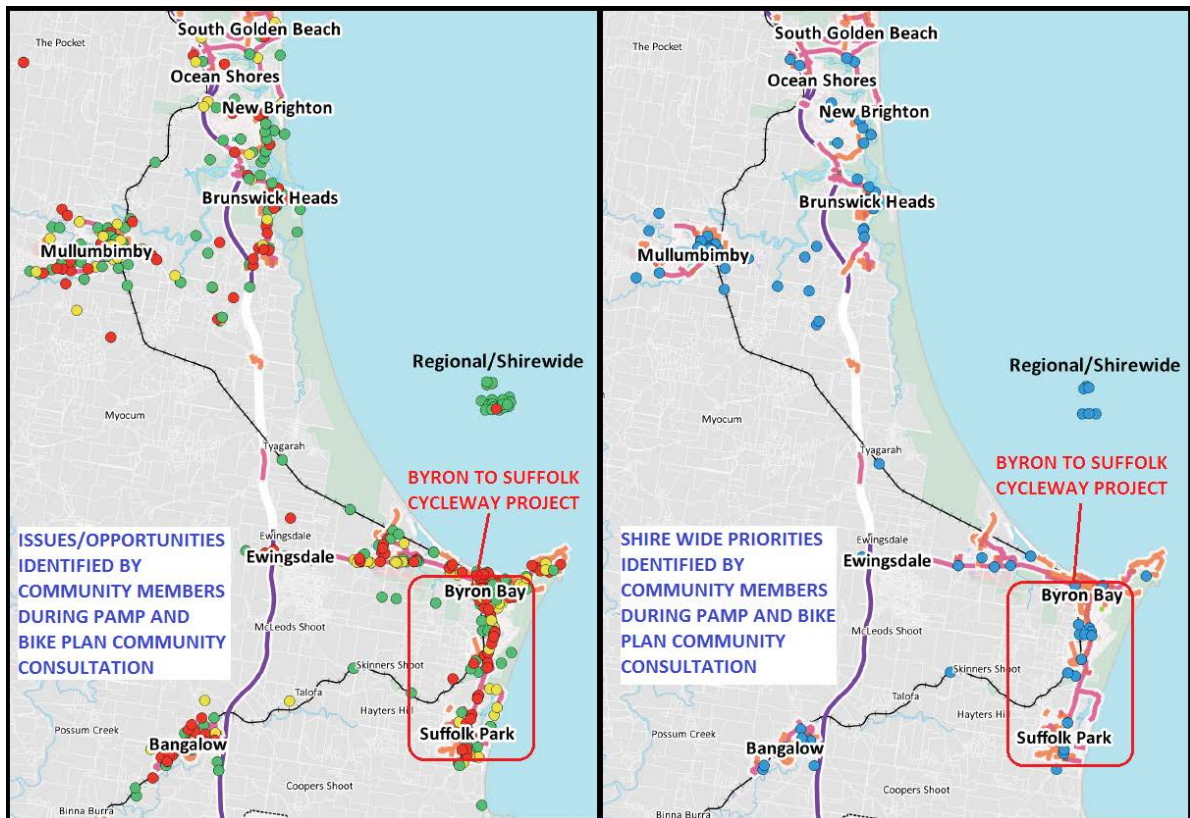


Figure 1 - Issues, opportunities and priorities identified by community members during PAMP and Bike Plan community consultation

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.

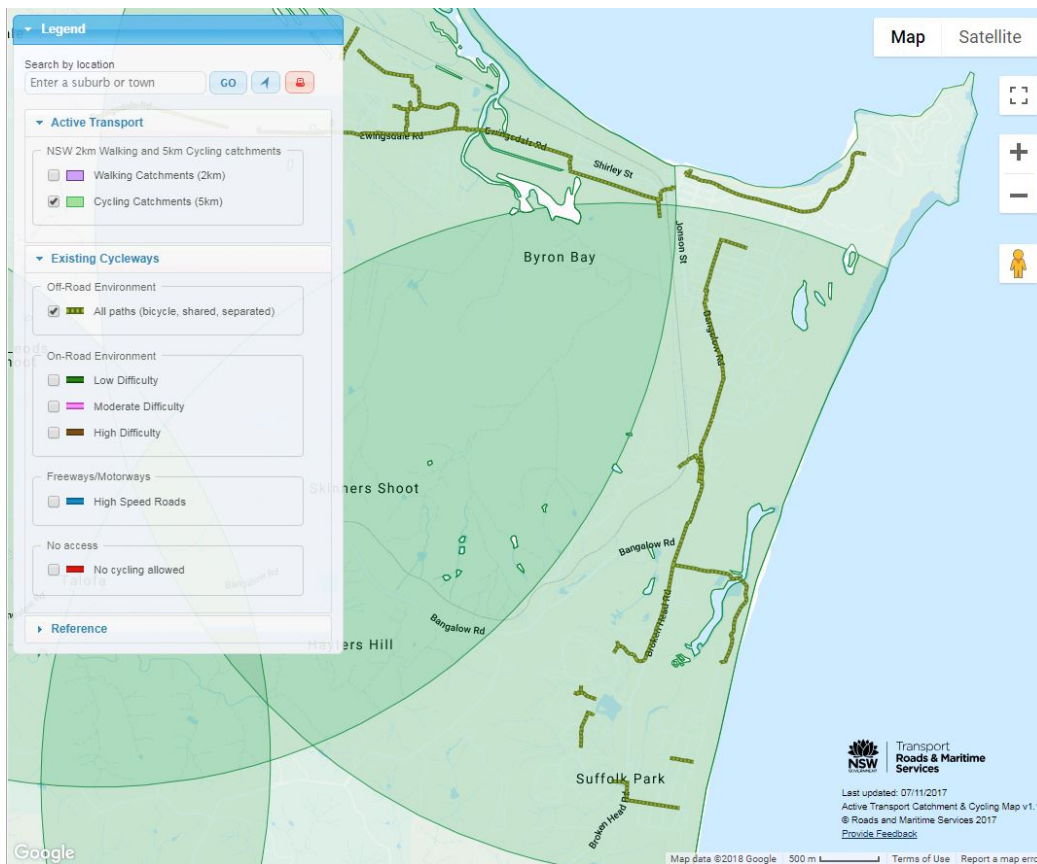


Figure 2 – Existing Missing Links in Cycling Infrastructure between Byron Bay and Suffolk Park

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 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 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 Bryon 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.

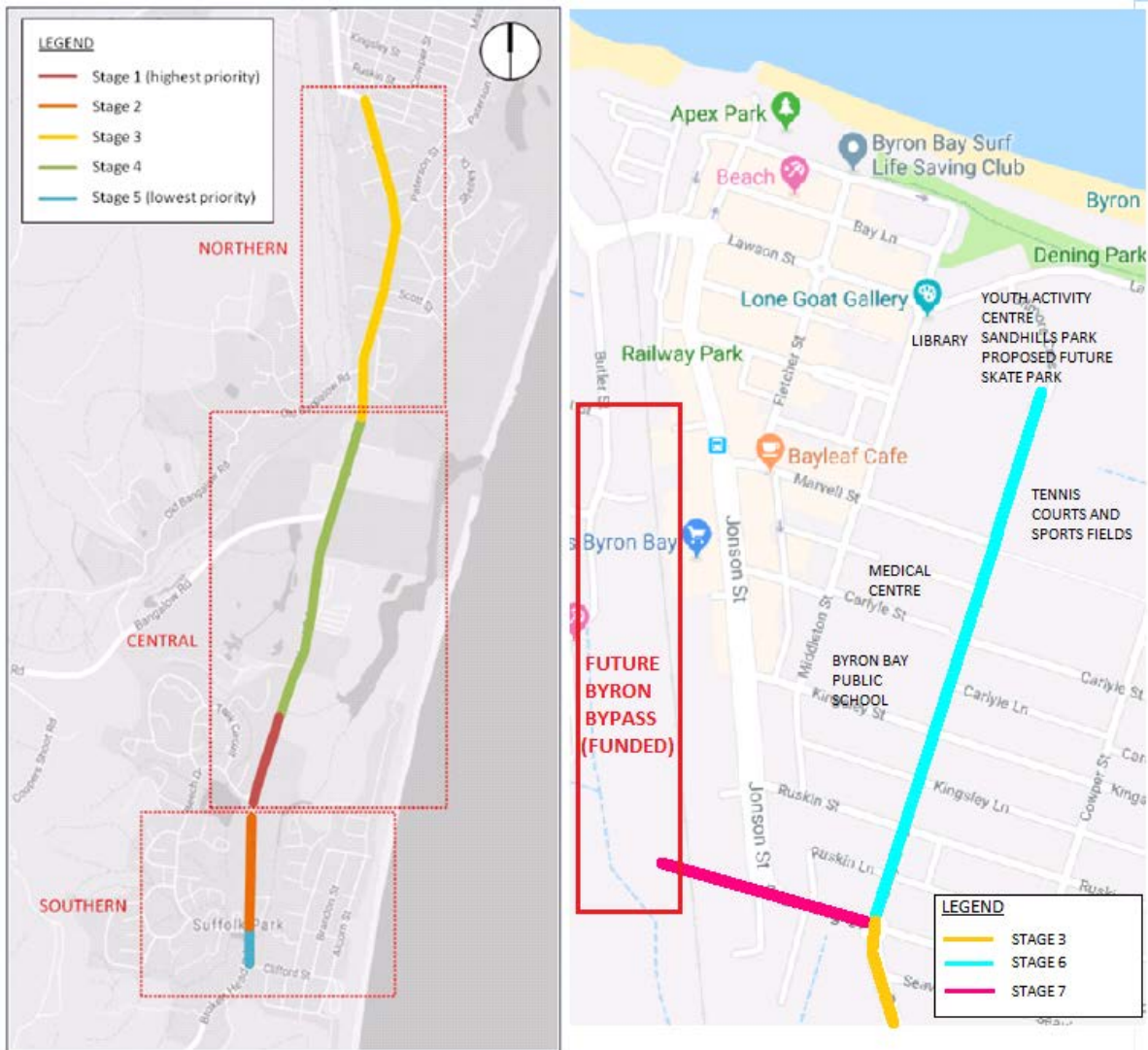


Figure 4 – Proposed Staging 1-7 Active Transport Corridor Connecting Byron Bay and Suffolk Park. See Figure 7 for Future Byron Bypass details.

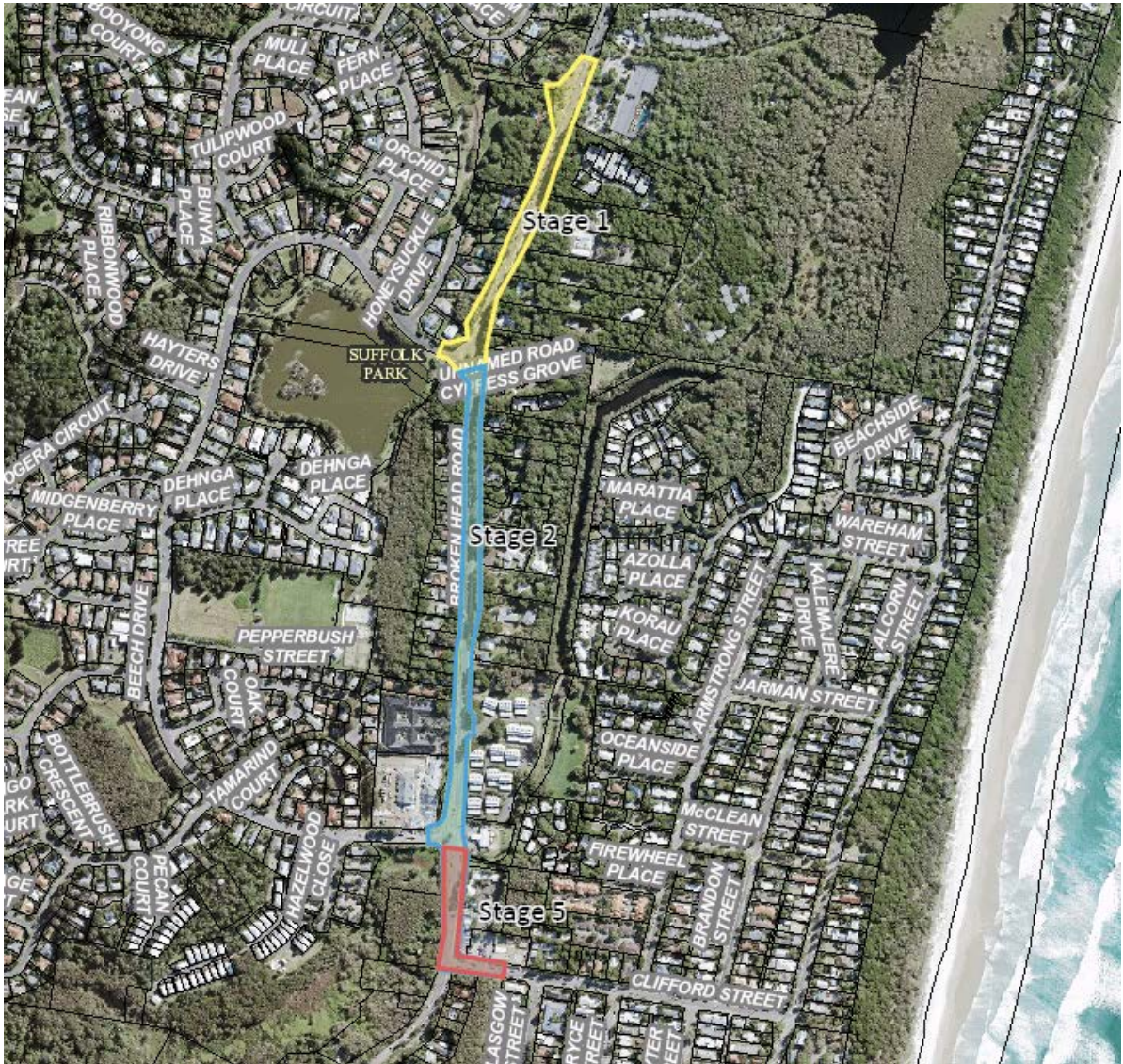


Figure 5 – Stages 1, 2 and 5

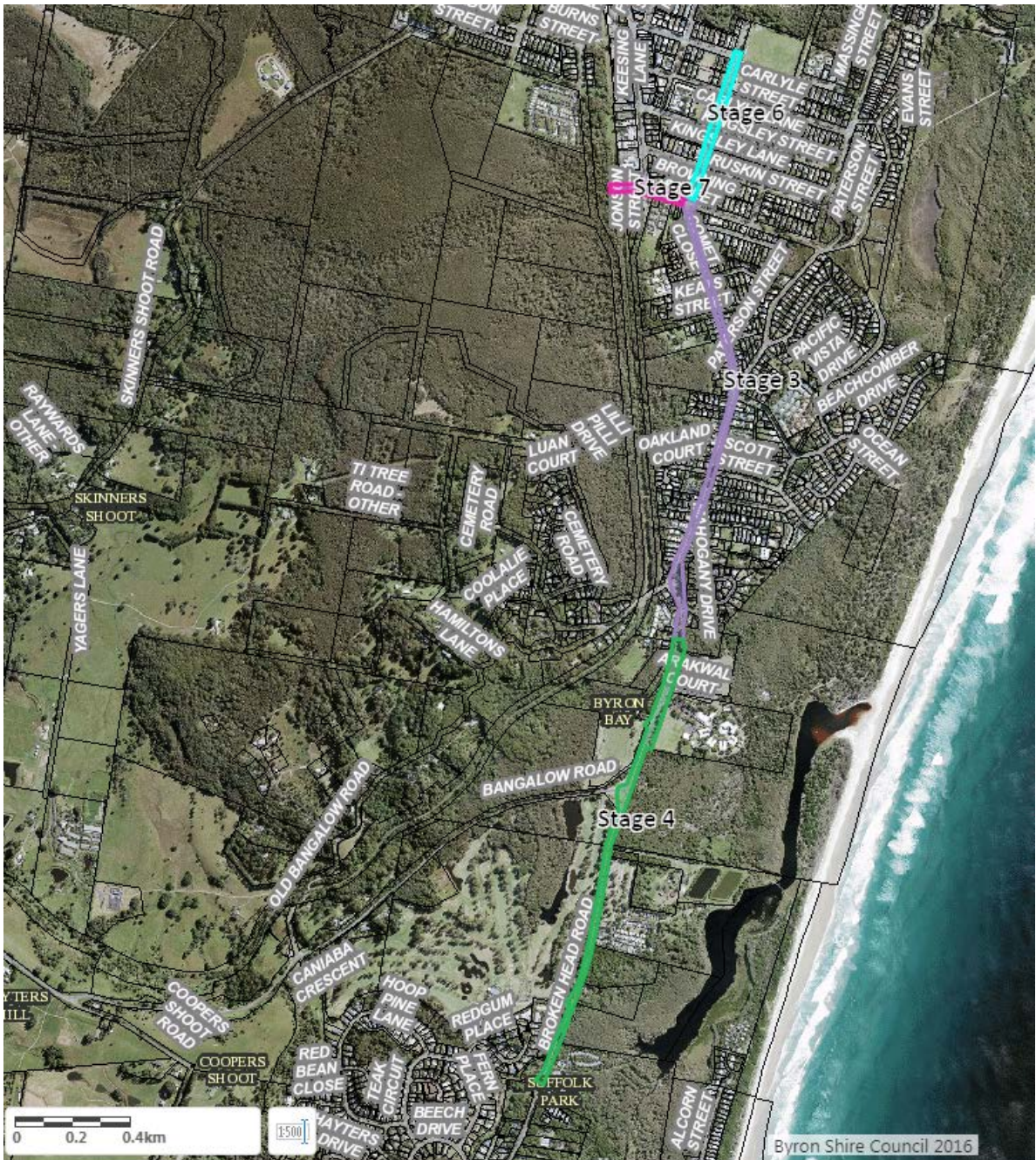


Figure 6 – Stages 3, 4, 6 and 7



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. 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 SCCFR2 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)