

## **TIAC MEMBERS FEEDBACK SUMMARY**

### **Format Feedback**

A little wordy

Tighten up document to:

highlight outcomes and objectives.

provide a reader with other info if they want it, such as appendix.

A simple list of bullet points of principles and desired outcomes – like Noosa

Add a one-page executive summary near first few pages

Followed by action plan

Move background info to an appendix

### **Content Feedback**

Executive Summary to set out these points:

1 encourage shift from cars

2 Integrate transport activities with State and Federal plans for efficiency and consistency

3 Improve access and safety for all travel modes

4 Strengthen and maintain liaison with State and Federal transport agencies to achieve strategy objectives

5 Heavy vehicle access and manoeuvrability to be as much of the strategy as passenger vehicles

6 Sustainability.

7 improve connectivity of transport modes in the shire

### **Rail Corridor**

How to use it – divided opinion

Don't stipulate how it should be used in a strategy document

Focus on connectivity to the rail corridor – park n ride, bus stop locations etc

### **Social Needs**

Northern Rivers Unmet Aboriginal Transport Need

## Wiithin Towns

### **Cars out, people in.**

Prioritise pedestrians and bikes in town centres by creating shared zones, pedestrian-only streets, widening sidewalks, improving streetscaping and reducing the amount of on-street parking.

### **Peripheral car parking**

Provide free (or cheap) car parking within walking distance of town centres to discourage cars from entering towns.

### **Peripheral Transport interchanges**

Build transport interchanges within walking distance of town centres, but not within the town centre so buses do not enter the pedestrian prioritised zone.

### **Parking management in town centres**

Manage parking by time and price to discourage cars from parking in town centres for lengthy periods, and to turn over parking regularly.

### **Redirect through traffic around town centres**

Provide alternative routes around town centres so main streets can become more pedestrian friendly. e.g. Byron Bay Bypass.

### **Encourage Local Living**

Planning regulations should require all new residential areas include a community 'heart' with grocery store, cafe/eatery, hall, park and playground within walking distance of all residences to reduce car dependency. Also endeavour to undo planning mistakes of last century by retrofitting existing dormitory suburbs with a community heart as well. e.g. north and west Ocean Shores, Bayside Bruns, Baywood Chase, Tallwood Ridge, north-west Mullum, west-side Bangalow.

### **Last mile transport**

Expand and improve the footpath network between residential areas and public transport routes to improve the accessibility and attractiveness of public transport.

### **On demand mini-bus service**

Establish a service similar to B-ConX to connect poorly serviced residential areas to town centres and public transport routes.

### **Reactivate the railway corridor within towns**

Repurpose the railway corridor 'wasteland' that divides several towns as active, pedestrian and bike-friendly spaces that are easily traversed. Especially applicable to Byron Bay and Bangalow.

### **Infrastructure upgrades should prioritise sustainable modes of transport**

New and upgraded roads and bridges should always include features such as pedestrian paths, bike paths and dedicated bus lanes rather than simply accommodating private vehicles

### **Shuttle bus loops**

Introduce low-cost (or free) high frequency shuttle bus loops around town centres and

neighbouring suburbs. e.g. Sunrise-Byron-Suffolk (Blanch's 637) and Mullum-Bruns-OS-SGB. Funded from pay parking revenue.

### **Bike sharing**

Encourage bike sharing by providing space for bike share stations and peripheral car parks, transport interchanges and other key locations (shopping centres, beachfront etc)

## **Outside towns:**

### **Transport Hubs**

Establish one or more transport hubs central to all major towns with parking facilities, bus interchange, and connections to arterial roads and the railway corridor.

### **Park and Ride**

Encourage visitors and workers to park at the central transport hub(s) and ride into towns via bus, train, or bike. Park & ride options must be convenient and financially attractive to succeed.

### **Active Transport Links for short trips**

Connect neighbouring towns (less than 5km apart) with short cuts that are only available to pedestrians and cyclists, so that walking and cycling is faster and more convenient than driving.

### **Smaller buses, more often**

Encourage bus operators (via TfNSW) to run more frequent services with smaller buses, with higher frequency services on trunk routes between transport hubs and major towns.

### **Reactivate the railway corridor between towns**

Model the potential uses of the railway corridor -- rail, bike, bus, autonomous EVs -- to determine passenger capacity, economic viability, cost of infrastructure, and non-economic benefits.

### **Community Transport**

Integrate Community Transport services (medical, shopping social) so they align with bus services so easy connections can be made at transport hubs.

### **Encourage transport operators to provide more inter-shire and interstate services**

Shire boundaries are invisible to most people. Byron Shire has good public transport connections to Ballina and Lismore Shires but not to Tweed Shire or the Gold Coast.

### **Car sharing**

Encourage car sharing by providing free car-share only parking spaces at transport hubs and peripheral car parks to facilitate mode shift from car-to-bike, car-to-bus, car-to-walk.

## **Other:**

### **Electric Vehicles**

Support adoption of EVs by providing more charge points and reduced fees for pay parking permits.

### **Lobby TfNSW for better services with evidence-based data**

TfNSW largely determines bus routes and frequency. A high-quality survey identifying unmet needs is key to getting funding for better services.

### **Car-free Byron travel experience**

Encourage visitors to holiday in Byron car free. Create package holidays that include flight, bus transfer, accommodation and bike hire.

### **Markets, Festivals and Events**

Provide dedicated high frequency services between event sites and transport interchanges to discourage car parking at events.

## **Guiding 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 on moving cars.
3. Provide infrastructure and services that are designed to give priority to pedestrians, cyclists, mobility scooters and public transport over private cars.
4. Improve the safety and amenity of pedestrians and cyclists in our transport infrastructure.
5. Create people-oriented town centres. "Cars Out. People In."
6. Address peak time traffic congestion by reducing traffic rather than increasing road capacity.
7. Support and accommodate changes in transportation technology (on-demand transport, ride-sharing, contactless bike/scooter hire, autonomous vehicles)
8. Design for, encourage and facilitate transport options that reduce the emissions produced by our community.
9. Improve the health and fitness of the community by providing more attractive and convenient active transport options.

## **Desired Outcomes:**

1. Residents and workers of 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, mobility scooters and low emissions vehicles.
3. The transport system supports the preferred pattern of development including the local centres hierarchy, and is consistent with our planning scheme. i.e. Transport Oriented Development
4. Key regional destinations such as hospitals, airports and universities are readily accessible by public transport from Byron Shire.
5. All schools are safely and conveniently accessible by walking, cycling and public transport.
6. Parking is closely managed through effective controls such as pay parking.
7. There has been a change in behaviour by people in Byron with a reduction in the number choosing to drive and park cars in congested areas. i.e. Measurable modal shift
8. Park-and-Ride facilities have been provided to assist with managing visitor travel demand where supported by transport services.

9. The transport system supports the local lifestyle and also tourism by delivering both active and public transport infrastructure that meets the needs of locals and visitors.
10. Local public transport routes offer efficient and frequent services.
11. Road crossings and associated pedestrian networks are safe and accessible for mobility scooters, cyclists and pedestrians.
12. The community at all levels is educated about the costs and benefits of their travel choices, allowing people to make informed decisions.
13. Alternative transport is cost effective for users and providers as compared with private car use.
14. New technologies are being used in our transport solutions.
15. Transport initiatives result in significantly reduced greenhouse gas emissions.

Measurable improvement in health and fitness of the community.

#### Action Plan

Add extra column to identify the relevant body to deal with that issue

#### **STAFF FEEDBACK**

##### **Format**

A little difficult to follow the structure

Recommend a separate Executive Summary and placing some material in the appendix

##### **Content**

###### General

What are the aspirations mentioned in the first paragraph?

Some information requires assumed knowledge people may not know

Some images / Figure not numbered

There are references to footnotes but could not find the footnotes.

Smart Byron listed in Actions but not in the intro / body of MB.

###### Place Making:

Would be great to have something about place making in the objectives, or Direction and Actions

###### Movement & Place

It would be appropriate to include a reference to Movement and Place given it is a centre approach to transport and safety. Not including it puts us behind the latest thinking of movement corridors as places.

## Sustainability

EVs aren't mentioned in the cars section

Recommend specific emission targets being stated in goals / action, like

- reduce private transport related CO2 emissions by 50% by 2035.
- Encourage uptake of EV ownership through converting Council fleet

## Actions:

Some potentially key actions not covered, such as: climate change related, specific emission actions / goals, electric vehicle charging stations roll out.

Unclear about what is an action, goal, and direction.

Action may not be specific enough and may not be easily actionable, i.e.

- pg 41 "Resolve the future of project". Unclear what this means.
- Development, planning and implementation of the Smart Byron program. Should some of these actions be identified in the document? A bit too high level for an action.

## Case Studies

Maybe adopt more case studies from other locations

Pop Car, stats associated with pop car case study needs updating.