

Moving Byron Advisory Committee Meeting

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

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

Phillip Holloway
Director Infrastructure Services

I2022/541
Distributed 12/05/22



BYRON
SHIRE

CONFLICT OF INTERESTS

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

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

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

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

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

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

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

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

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

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

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

Disclosure and participation in meetings

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

- (b) at any time during which the Council or Committee is voting on any question in relation to the matter.

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

Non-pecuniary Interests - Must be disclosed in meetings.

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

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

RECORDING OF VOTING ON PLANNING MATTERS

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

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

BYRON SHIRE COUNCIL
BUSINESS OF MEETING

1. APOLOGIES

2. DECLARATIONS OF INTEREST – PECUNIARY AND NON-PECUNIARY

3. STAFF REPORTS

Infrastructure Services

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STAFF REPORTS - INFRASTRUCTURE SERVICES

Report No. 3.1 Committee Constitution

Directorate: Infrastructure Services

5 **Report Author:** Shelley Flower, Executive Assistant IS

File No: I2022/468

Summary:

Draft Committee Constitution to be ratified by Committee.

10

RECOMMENDATION:

That the Moving Byron Advisory Committee ratify the draft Committee Constitution.

Attachments:

15

1 Moving Byron Advisory Committee Constitution 2022, E2021/148654 , page 7 [↓](#)

Report

That the Moving Byron Advisory Committee ratify the draft Committee Constitution attached to this Report.

5 Strategic Considerations

Community Strategic Plan and Operational Plan

| CSP Objective | CSP Strategy | DP Action | Code | OP Activity |
|---|--|--|----------------|--|
| Community Objective 5: We have community led decision making which is open and inclusive | 5.2: Create a culture of trust with the community by being open, genuine and transparent | 5.2.4: Support Councillors to carry out their civic duties | 5.2.4.3 | Deliver Council meeting secretariat – including agenda preparation, minutes and council resolutions monitoring |

Recent Resolutions

10 This is a new advisory Committee as per Council resolution 22-026. Prior to creation of this advisory Committee, similar subject matter was covered by the Transport and Infrastructure Advisory Committee.

Legal/Statutory/Policy Considerations

The Constitution has been prepared with reference to Council's Code of Conduct and Code of Meeting Practice.

15 The Committee is an advisory Committee of the Council. The objectives of the Committee are outlined in the Constitution. The role of the Committee is to report to Council and provide appropriate advice and recommendations on matters relevant to the Constitution.

Financial Considerations

Not applicable.

Consultation and Engagement

20 Not applicable.



BYRON SHIRE COUNCIL

MOVING BYRON

DRAFT CONSTITUTION

INFORMATION ABOUT THIS DOCUMENT

(INTERNAL USE ONLY)

| | | | |
|--------------------------------|-------------------------|-----------------------------------|---------------|
| Date Adopted by Council | TBC | Resolution No. | TBC |
| Responsibility | Infrastructure Services | | |
| Review Timeframe | Each Term of Council | | |
| Last Review Date: | December 2021 | Next Scheduled Review Date | December 2024 |

Document History

| | | |
|----------------|---------------------|---|
| Doc No. | Date Amended | Details Comments eg Resolution No. |
|----------------|---------------------|---|

Further Document Information and Relationships

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

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Constitution: Moving Byron Advisory Committee

1. Preamble

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

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

2. Purpose

The purpose of the Moving Byron Advisory Committee is:

- a) Support the development, adoption and implementation of the Moving Byron (strategy) and in particular its implication on other Council policy, practice, process, operations and decision-making.
- b) Advise on opportunities or concerns regarding transport services and infrastructure to Council as required, including but not limited to, funding opportunities, government policy, practice or guidelines, safety, accessibility, mobility and other such relevant transport issues.
- c) Review Councils Bike Plan and PAMP actions table and priorities annually or as required to help guide the development and prioritisation of the 10 year works program.
- d) Review Councils Traffic and Transport Infrastructure register annually to help guide the development and prioritisation of the 10 year works program.

3. Timeframe for Committee

The lifespan of the Moving Byron Advisory Committee is for the term of Council 2022-2024.

4. Responsible Directorate

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

5. Membership

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

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

Constitution: Moving Byron Advisory Committee

Membership is to include:

- 4 Councillors
- 4 relevantly qualified community representatives
- Byron Shire Council General Manager (or staff member delegate)

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

6. Induction

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

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

7. Quorum

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

8. Confidentiality

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

9. Election of Chairperson

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

10. Voting

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

11. Majority Decision

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

12. Convening Meetings

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

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

13. Agenda Preparation

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

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

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

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

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

14. Conduct of Business

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

15. Records of meetings

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

16. Absence from Committee Meetings

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

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

Constitution: Moving Byron Advisory Committee

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

17. Project Reference Groups

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

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

18. Section 377 Delegation

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

19. Meeting Practice

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

20. Miscellaneous

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

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

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

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

Report No. 3.2 Delivery Program - Workshop Session

Directorate: Infrastructure Services

Report Author: Heather Sills, Corporate Planning and Improvement Coordinator

5 **File No:** I2022/518

Summary:

The draft *Delivery Program 2022-26* and *Operational Plan 2022/23* is currently on public exhibition. Council is seeking feedback from community and stakeholders.

10 Advisory committees are asked to contribute to this process, specifically addressing the Community Objectives and Strategies related to their areas of interest and expertise.

RECOMMENDATION:

15 **That the Moving Byron Advisory Committee provide input into the development of the draft Delivery Program 2022-26 (Attachment 1 E2022/19411).**

Attachments:

20 1 Draft Delivery Program 2022-26, E2022/19411 , page 19 [↓](#)

Report

The draft Community Strategic Plan (CSP) has been developed to guide long term future planning to meet the needs and aspirations of the community. This review was an opportunity for Council to consider the objectives and strategies which sit at the highest level of Council's planning hierarchy to set the framework for the Delivery Program.

Outcomes

The review of the Community Strategic Plan is an evolution of the 2028 Community Strategic Plan. The review has led to a revised 'vision' and redefined the five community objectives.

Vision - *Our Byron Shire is a 'meeting place': Where all people can come together to connect, share, grow, inspire, and create positive change.*

The *community objectives*, while retaining the five original themes, have been refreshed to ensure continuing relevance, based on feedback from the community.

The inclusion of values-based terminology at the heading level seeks to better reflect community values and aspirations: Effective, Inclusive, Nurtured, Ethical, and Connected.

The associated *strategies* have also been redefined and realigned with the community objectives to more clearly articulate the intended priorities and aspirations of the community. A summary is below:

Community Objective 1: Effective Leadership – We have effective decision making and community leadership that is open and informed.

Strategies:

- 1.1 Enhance trust and accountability through open and transparent leadership
- 1.2 Engage and involve community in decision making
- 1.3 Ethical and efficient management of resources
- 1.4 Enhance organisation capability through innovative practices and regional partnerships
- 1.5 Empower community leadership through collaboration, capacity building, and cultivating community driven initiatives

Community Objective 2: Inclusive Community – We have an inclusive and active community where diversity is embraced, and everyone is valued.

Strategies:

- 2.1 Foster opportunities to express, celebrate and participate in arts and cultural activity
- 2.2 Enhance safety and contribute to the physical, mental, and spiritual health and wellbeing of our people
- 2.3 Respect Aboriginal culture, value cultural knowledge, and acknowledge history
- 2.4 Enrich lifelong learning and education and support services to help young people thrive
- 2.5 Create social impact and initiatives that address disadvantage

Community Objective 3: Nurtured Environment – We nurture and enhance our natural environment.

Strategies:

- 3.1 Partner to nurture and enhance our biodiversity, ecosystems, and ecology
- 5 3.2 Deliver initiatives and education programs to encourage protection of our environment
- 3.3 Protect the health of our coastlines, estuaries, waterways, and catchments
- 3.4 Support and empower our community to adapt to, and mitigate our impact on climate change
- 10 3.5 Minimise waste and encourage recycling and resource recovery practices

Community Objective 4: Ethical Growth – We manage growth and change responsibly

Strategies:

- 15 4.1 Manage responsible development through effective place and space planning
- 4.2 Enable housing diversity and support people experiencing housing insecurity
- 4.3 Promote and support our local economy
- 4.4 Foster sustainable visitation and the impacts of tourism on the Shire
- 20 4.5 Support a resilient community that can adapt and respond to change

Community Objective 5: Connected Infrastructure – We have connected infrastructure, transport, and facilities that are safe, accessible, and reliable.

Strategies:

- 25 5.1 Provide a safe, reliable, and accessible transport network
- 5.2 Connect the Shire through integrated transport services
- 5.3 Invest in renewable energy and emerging technologies
- 5.4 Provide accessible community facilities and open spaces
- 5.5 Provide continuous and sustainable water and sewerage management

30 **Delivery Program and Operational Plan**

Cascading out of the ten year strategies of the CSP come the four year actions in the Delivery Program. The Delivery Program outlines Council's commitment to the community on how it will work towards the CSP strategies during its term. The annual activities in the Operational Plan detail how Council works towards the Delivery Program year by year.

- 35 The Biodiversity Advisory Committee is asked to consider and inform the development of the Delivery Program actions that contribute to the following strategies:

Community Objective 5: Connected Infrastructure – We have connected infrastructure, transport, and facilities that are safe, accessible, and reliable.

Delivery Program:

5.1 Provide a safe, reliable, and accessible transport network



Delivery Program Priorities:

5.1.1 Road maintenance

Undertake road and transport network maintenance to meet the standards identified in the Asset Management Plan

5.1.2 Road renewal and upgrades

Deliver road renewal and upgrade capital works program

5.1.3 Active transport - pedestrians and cycleways

Deliver the actions identified in the Pedestrian Access and Mobility Plan and Bike Plan

5.1.4 Multi-Use Rail Corridor

Activate the rail corridor for multi-use that provides expanded active and shared transport options catering to visitors and residents

5.1.5 Restore road network

Restore the affected parts of the road network that were impacted by the 2022 flood events

5.2 Connect the Shire through integrated transport services



Delivery Program Priorities:

5.2.1 Regional transport links

Lead, engage and partner to develop a sustainable regional transport network that supports local roads to deliver services to our community

5.2.2 Public Transport

Advocate for public transport services across Byron Shire that are convenient, regular, and easy to access

5.2.3 Traffic management & reduced car dependence

Develop transport infrastructure and services that are accessible to all and meet a diverse range of needs and community expectations

5.2.4 Parking

Manage parking through effective controls that support Movement and Place Plans and are coordinated with other initiatives such as park and ride

5

A brief workshop session will be held as part of the meeting to provide opportunities for input and discussion.

Strategic Considerations

Community Strategic Plan and Operational Plan

| CSP Objective | CSP Strategy | DP Action | Code | OP Activity |
|---|--|---|----------------|--|
| Community Objective 5: We have community led decision making which is open and inclusive | 5.2: Create a culture of trust with the community by being open, genuine and transparent | 5.2.1: Provide timely, accessible and accurate information to the community | 5.2.1.2 | Undertake a community engagement program to review and develop Council's Integrated Planning and Reporting framework documents |

10 Legal/Statutory/Policy Considerations

The requirements for the Community Strategic Plan are governed by [Section 402](#) of the Local Government Act 1993.

Further requirements are outlined in sections 403-406 and in the Integrated Planning and Reporting [Guidelines](#) and [Handbook](#).

5 **Financial Considerations**

Not applicable.

Consultation and Engagement

This discussion forms part of the community engagement program, as outlined in the [Community Engagement Strategy](#) for the Community Strategic Plan.

Draft

Delivery Program

2022-26

Acknowledgement of Country

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

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

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



Executive Summary

Welcome to Council's Delivery Program 2022-26.

Council's Delivery Program turns the strategic goals found in the Community Strategic Plan into actions. All plans, projects, activities, and funding allocations of the council must be directly linked to the Delivery Program.

Importantly it is our commitment to you about what we will deliver. It is underpinned by a range of supporting documents such as the long-term financial plan, workforce plan and asset management plans.

Council's review of the Community Strategic Plan in 2021 and deliberations by the Community Solutions Panel in March 2018 provided an opportunity to significantly review the Delivery Program and ensure it met the new objectives.

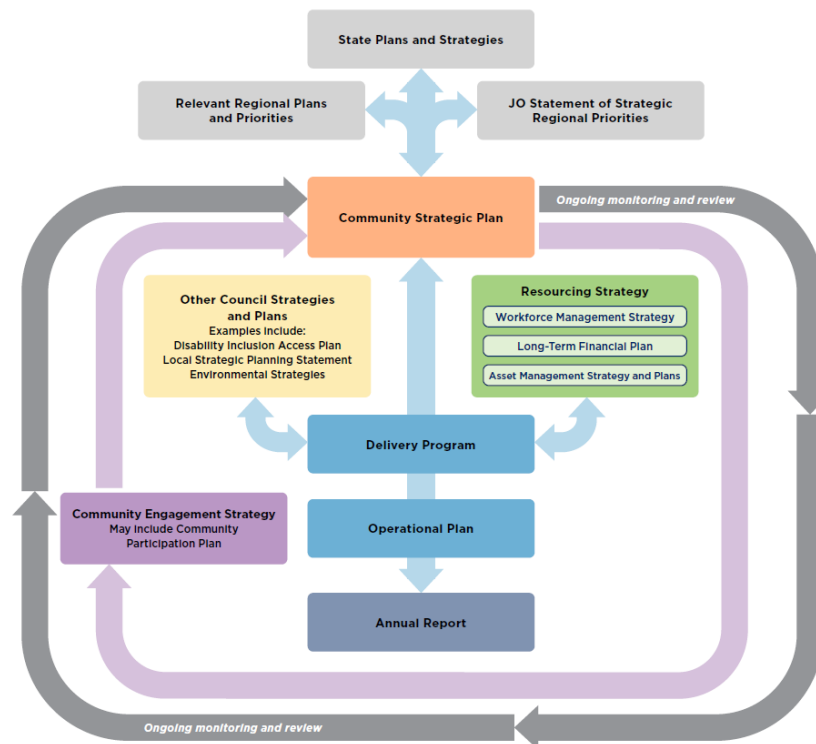
The 2020 Local Government election was postponed due to the COVID-19 pandemic, with the new Council elected in December 2021. This Delivery Program has been developed with the newly appointed Council in early 2022 and is Council's commitment to the community about what they will deliver during their term of Council.

Council's ongoing commitment to these priorities is supported by an annual Operational Plan.

Integrated Planning and Reporting

10 Year Community Strategic Plan

Leading the Council's planning hierarchy, the Community Strategic Plan captures the community's vision, aspirations, and expectations for the future. It identifies key social, economic, and environmental priorities and long-term strategies to achieve these goals over the next 10 years.



10 Year Resourcing Strategy

The resourcing strategy addresses the sustainable long-term financial, asset management, and workforce planning requirements. This is the point where Council assists the community by sorting out who is responsible for what, in terms of the issues identified in the Community Strategic Plan.

4 Year Delivery Program

The delivery program translates the community strategic plan goals into actions. It is Council's commitment to the community, outlining what it intends to do toward achieving the goals of the community strategic plan during its term of office. The Delivery Program is the single point of reference for all principal activities undertaken by Council. All plans, projects, activities, and funding allocations must be directly linked to the four year delivery program.

Annual Operational Plan

The Delivery Program is supported by an annual Operational Plan which details the individual projects and activities that will be undertaken each year to achieve the commitments of the Delivery Program. The Operational Plan is supported by a detailed budget and a statement of revenue policy, which also sets the fees and charges for that year.

Elected Representatives

Council has nine councillors and a popularly elected Mayor.

As a result of the COVID-19 pandemic the NSW Local Government elections that were to be held in September 2020 were postponed to 4 December 2021.

Term of Council
December 2021 to
September 2024



Cr Sama Balson



Cr Cate Coorey



Mayor Michael Lyon



Cr Duncan Dey



Cr Alan Hunter



Cr Sarah Ndiaye



Cr Asren Pugh

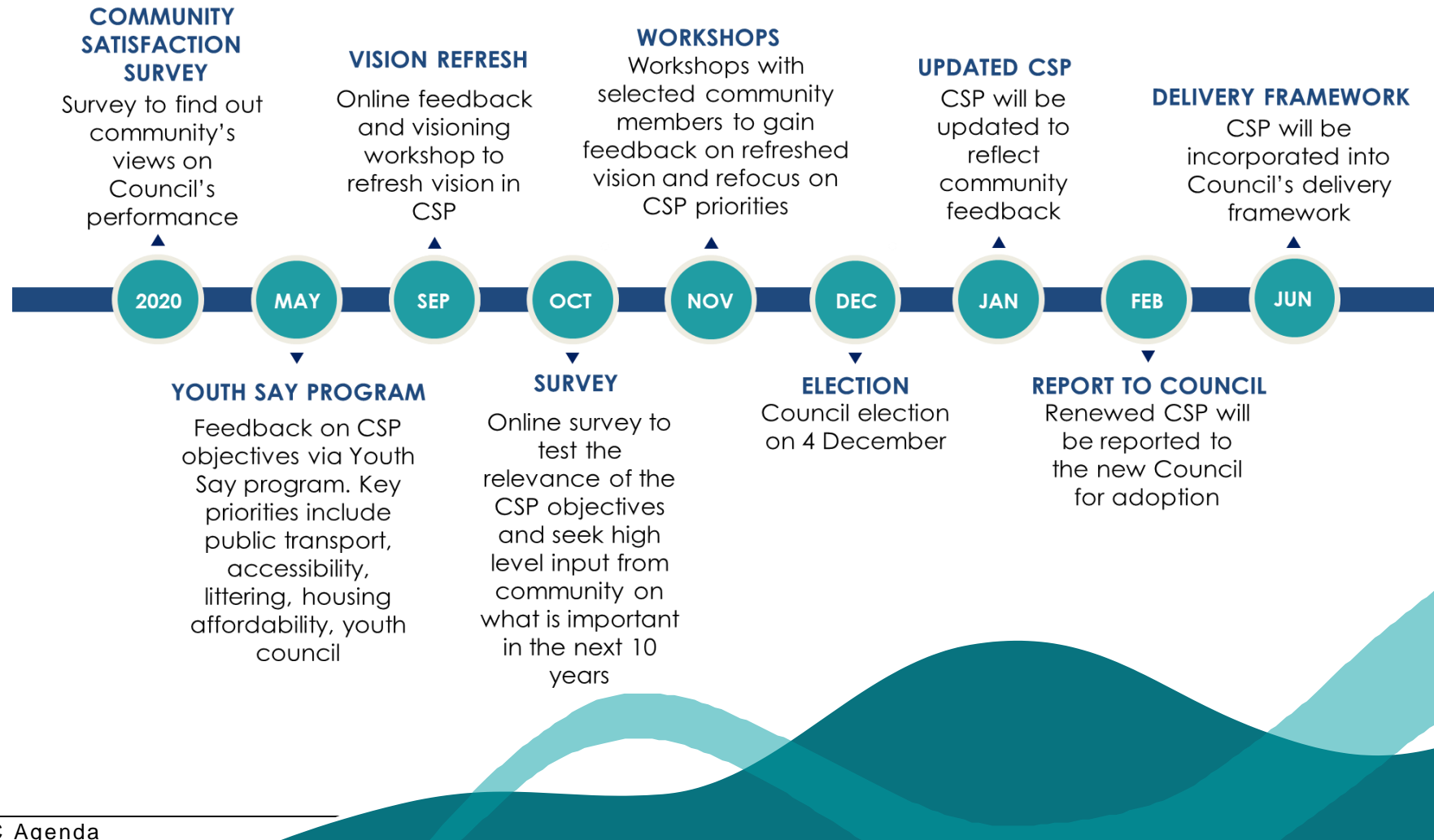


Cr Mark Swivel



Cr Peter Westheimer

Engagement timeline





Our Community Objectives



Effective Leadership

We have effective decision making and community leadership that is open and informed



Inclusive Community

We have an inclusive and active community where diversity is embraced and everyone is valued



Nurtured Environment

We nurture and enhance our natural environment



Ethical Growth

We manage growth and change responsibly



Connected Infrastructure

We have connected infrastructure, transport, and facilities that are safe, accessible, and reliable.

Our Plan on a Page

Byron Shire Community Strategic Plan 2032

Byron Shire Community Strategic Plan 2032

Effective Leadership

We have effective decision making and community leadership that is open and informed



Enhance trust and accountability through open and transparent leadership

Engage and involve community in decision making

Ethical and efficient management of resources

Enhance organisation capability through innovative practices and regional partnerships

Empower community leadership through collaboration, capacity building, & cultivating community driven initiatives

Inclusive Community

We have an inclusive and active community where diversity is embraced and everyone is valued



Foster opportunities to express, celebrate and participate in arts and cultural activity

Enhance safety and contribute to the physical, mental, and spiritual health and wellbeing of our people

Respect Aboriginal culture, value cultural knowledge, and acknowledge history

Enrich lifelong learning and education and support services to help young people thrive

Create social impact and initiatives that address disadvantage

Nurtured Environment

We nurture and enhance our natural environment



Partner to nurture and enhance our biodiversity, ecosystems, and ecology

Deliver initiatives and education programs to encourage protection of our environment

Protect the health of our coastlines, estuaries, waterways, and catchments

Support and empower our community to adapt to, and mitigate our impact on climate change

Minimise waste and encourage recycling and resource recovery practices

Ethical Growth

We manage growth and change responsibly



Manage responsible development through effective place and space planning

Enable housing diversity and support people experiencing housing insecurity

Promote and support our local economy

Foster sustainable visitation and manage the impacts of tourism on the Shire

Support a resilient community that can adapt and respond to change

Connected Infrastructure

We have connected infrastructure, transport, and facilities that are safe, accessible, and reliable.



Provide a safe, reliable, and accessible transport network

Connect the Shire through integrated transport services

Invest in renewable energy and emerging technologies

Provide accessible community facilities and open spaces

Provide continuous and sustainable water and sewerage management



Strategies

- 1.1 Enhance trust and accountability through open and transparent leadership
- 1.2 Engage and involve community in decision making
- 1.3 Ethical and efficient management of resources
- 1.4 Enhance organisation capability through innovative practices and regional partnerships
- 1.5 Empower community leadership through collaboration, capacity building, and cultivating community driven initiatives

1.1 Enhance trust and accountability through open and transparent leadership



Delivery Program Priorities:

| 1.1.1 Leadership | 1.1.2 Governance | 1.1.3 Information management | 1.1.4 Performance measurement & reporting | 1.1.5 Risk management |
|---|---|---|---|---|
| Enhance leadership effectiveness, capacity, and ethical behaviour | Ensure legislative compliance and support Councillors to carry out their civic duties | Provide timely, accessible, and accurate information to the community | Embed a robust performance management system through the development of an outcomes measurement framework | Recognise risks and manage them proactively |

Indicators:

- Code of Conduct Complaints
- Completion of Audit Plan and report actions
- Satisfaction with providing access to information
- Achievement of planned activities

1.2 Engage and involve community in decision making



**Delivery
Program
Priorities:**

1.2.1
Community-led
decision making

Engage with
community to inform
Council decision
making

1.2.2
Communication

Provide timely
information to the
community about
Council projects and
activities through
traditional and digital
media

1.2.3
Customer Service

Deliver efficient
customer service
consistent with our
Customer Service
Standards

1.2.4
Advisory
Committees

Coordinate advisory
committees to inform
decision making on
their areas of
expertise

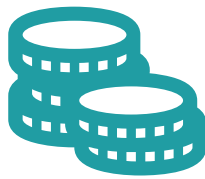
Related Strategies and Plans:

- [Community Engagement Policy](#)
- [Community Participation Plan](#)

Indicators:

- Satisfaction with opportunities to participate in Council decision making
- Satisfaction with community consultation/engagement
- Customer service satisfaction rating

1.3 Ethical and efficient management of resources



**Delivery
Program
Priorities:**

| 1.3.1 Financial management | 1.3.2 Revenue Sources | 1.3.3 Asset management | 1.3.4 Procurement | 1.3.5 Resourcing |
|---|---|---|--|--|
| Ensure the financial integrity and sustainability of Council through effective financial management | Identify and investigate additional revenue sources | Maximise asset service delivery potential and take a proactive approach to lifetime asset maintenance | Ensure Council's procurement framework is robust, efficient, and effective | Identify and investigate resourcing to meet future needs |

Related Strategies and Plans:

- [Resourcing Strategy](#)
 - Long Term Financial Plan
 - Workforce Management Plan
 - Asset Management Strategy/Plan

Indicators:

The 6 financial performance indicators:

- Own-source revenue
- Operating performance ratio
- Unrestricted current ratio
- Debt service cover ratio
- Rates and annual charges outstanding percentage
- Cash expensive cover ratio per annum (\$million) own source revenue

1.4 Enhance organisation capability through innovative practices and regional partnerships



Delivery Program Priorities:

1.4.1 Inter-governmental relationships

Develop and maintain effective relationships with other levels of government to advocate for the needs of the community

1.4.2 Continuous improvement and innovation

Use business insights and strategic corporate planning to continuously improve and innovate

1.4.3 Regional networks

Collaborate with regional partners to establish and contribute positively to regional goals and priorities

1.4.4 Workforce culture, leadership, and wellbeing

Increase employee engagement and implement strategies that improve satisfaction, culture, health, and wellbeing

Related Strategies and Plans:

- [Workforce Management Plan](#)

Indicators:

- Resident satisfaction with overall performance
- Organisational culture and effectiveness
- Workforce safety

1.5 Empower community leadership through collaboration, capacity building, and cultivating community driven initiatives



Delivery Program Priorities:

1.5.1 Community grant programs

Provide financial assistance and grants to empower community groups and organisations to deliver priority projects

1.5.2 Collaboration and capacity building

Collaborate with stakeholders to build community capacity

1.5.3 s355 Committees

Support the management of community halls to delegated s355 committees

1.5.4 Volunteers

Provide meaningful and inclusive opportunities for volunteering

Indicators:

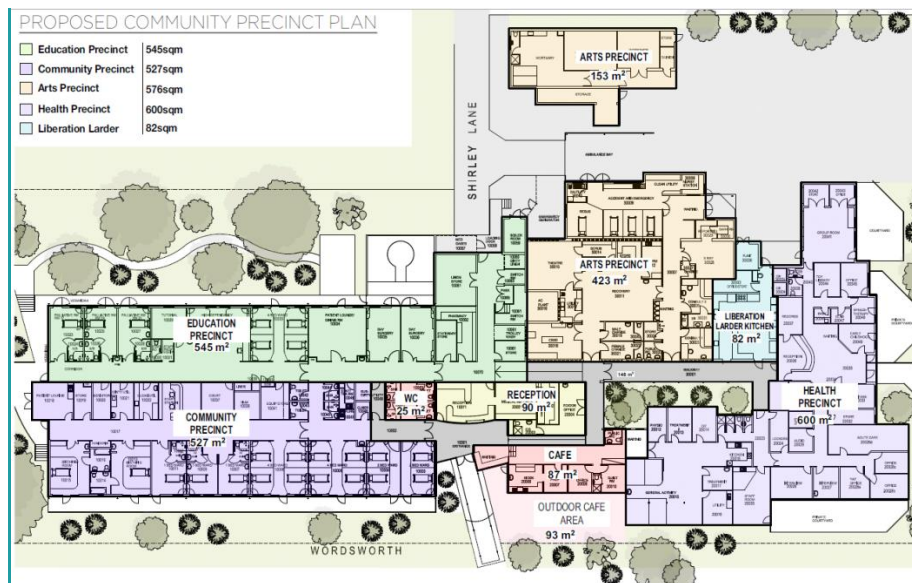
- Value of grants awarded by Council
- Community leadership and collaboration
- Volunteering rates and hours
- Satisfaction with support

IN FOCUS: Repurposing the old Byron Hospital

In May 2019, Council purchased the former Byron Hospital site from the NSW Government following a proposal from a Community Steering Committee to return the site to the local community.

The proposal is to re-purpose the site into the Byron Community Hub, providing vital and currently lacking welfare, social, cultural and educational services in the centre of Byron Bay.

Council is working with the local community to develop detailed architectural plans to re-purpose the building into the Byron Community Hub.

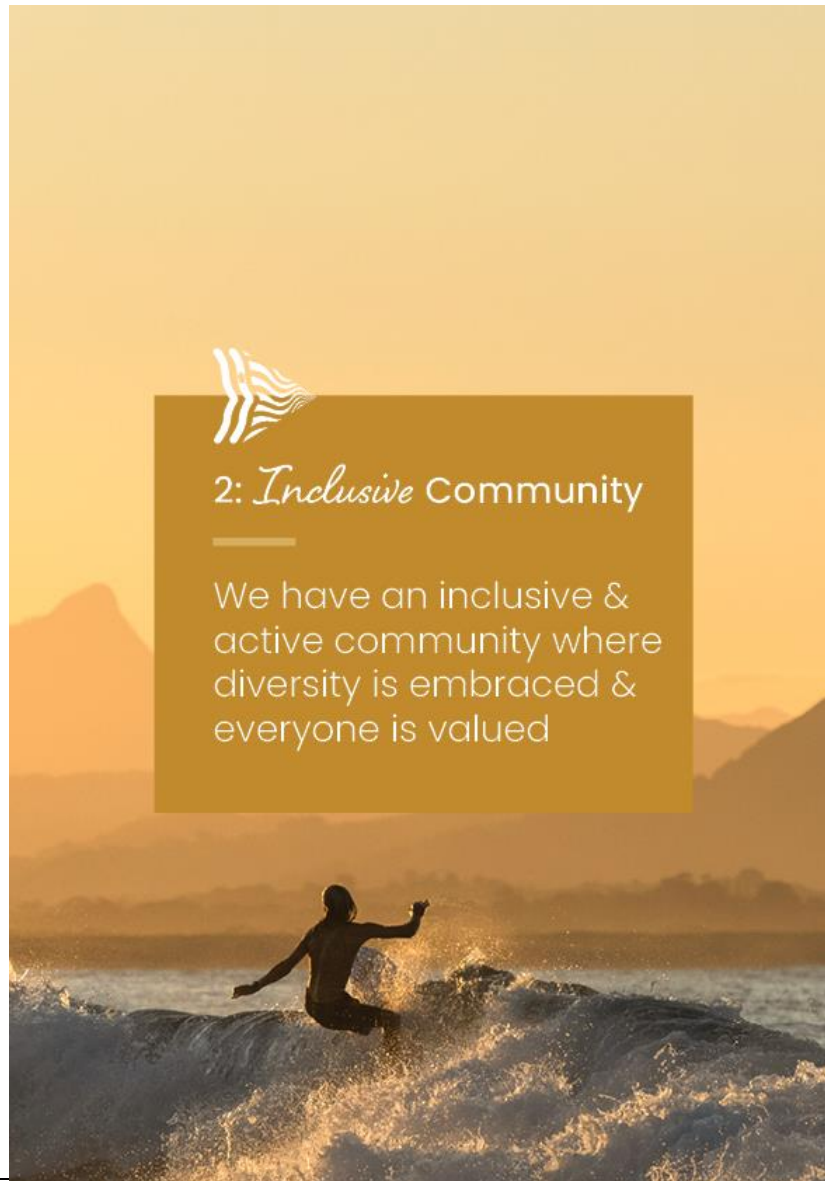


Byron Community Hub

Currently, community service providers are forced to operate in more affordable locations outside of Byron Bay. This means that the most disadvantaged Byron residents and those that are most in need of such services face significant barriers in accessing them. These barriers include distance, travel costs and lack of public transport.

The project will bring these vital community services to the heart of Byron Bay, improving social cohesion and connectivity. By co-locating service providers in a centralised 'hub', recipients of a single service will receive exposure to the wrap-around services, such as health and education, with the potential to accelerate their independence.

There is also a desire to reuse the previous hospital kitchen as a commercial kitchen available for hire and the existing cafe/kiosk would be retained as a cafe, to service students and other site users.



Strategies

- 2.1 Foster opportunities to express, celebrate and participate in arts and cultural activity
- 2.2 Enhance safety and contribute to the physical, mental, and spiritual health and wellbeing of our people
- 2.3 Respect Aboriginal culture, value cultural knowledge, and acknowledge history
- 2.4 Enrich lifelong learning and education and support services to help young people thrive
- 2.5 Create social impact and initiatives that address disadvantage

2.1 Foster opportunities to express, celebrate and participate in arts and cultural activity



Delivery Program Priorities:

| 2.1.1 Public art | 2.1.2 Lone Goat Gallery | 2.1.3 Events and festivals | 2.1.4 Artistic and creative industries | 2.1.5 Identity and Heritage |
|---|--|--|---|--|
| Increase creativity in public spaces and build public art opportunities | Provide professional presentation space for artists and community at the Lone Goat Gallery | Support and enable arts & cultural activity, festivals, projects, and events | Build, support, and advocate for the artistic and creative industries of the Shire to inspire a thriving and sustainable arts community | Share and celebrate our diverse stories, identities, and histories |

Related Strategies and Plans:

- [Public Art Strategy](#)
- Draft Arts and Cultural Strategy
- [Heritage Strategy](#)

Indicators:

- Satisfaction with Public Art
- Satisfaction with festival and event management

2.2 Enhance safety and contribute to the physical, mental, and spiritual health and wellbeing of our people



Delivery Program Priorities:

2.2.1 Safety initiatives

Support community driven safety initiatives

2.2.2 Public health

Protect, promote and control risks to public health

2.2.3 Regulatory controls and compliance

Enhance public safety, health and liveability through the use of Council's regulatory controls and services

2.2.4 Companion Animals

Promote awareness of the requirements of the Companion Animals Act with respect to the ownership of companion animals

Related Strategies and Plans:

- [Dogs in Public Spaces Strategy](#)

Indicators:

- Crime rates (against person)
- Crime rates (property)
- Perceptions of safety
- Satisfaction with public health and safety management program
- Satisfaction with the management and control of companion animals

2.3 Respect Aboriginal culture, value cultural knowledge, and acknowledge history



Delivery Program Priorities:

| 2.3.1 Aboriginal community and First Nations People | 2.3.2 Aboriginal cultural expression | 2.3.3 Caring for Country and Aboriginal custodianship | 2.3.4 Aboriginal history | 2.3.5 Cultural and Economic Development |
|---|---|---|---|--|
| Develop strong and productive relationships that empower the Aboriginal community | Support First Nations cultural expression | Support initiatives that maintain cultural connection to country and foster opportunities for Aboriginal people to live and work on country | Recognise and acknowledge the importance of valuing Aboriginal history and cultural knowledge | Increase the economic self-determination of Aboriginal communities |

Related Strategies and Plans:

- Arakwal MOU

Indicators:

- First Nations peoples
- First Nations peoples' input on strategies and decision making

2.4 Enrich lifelong learning and education and support services to help young people thrive



Delivery Program Priorities:

2.4.1 Libraries

Provide modern library services in partnership with Richmond Tweed Regional Library services

2.4.2 Youth

Increase engagement with young people and support and encourage programs that offer mentoring, leadership, and pathways to education and employment

2.4.3 Children's services

Provide high quality early childhood education and activities through Sandhills Early Childhood Centre and Out of School Hours Care services

2.4.4 Vocational training

Support development of a vocational training precinct to provide high quality educational and vocational training in the Byron Shire

2.4.5 Education

Develop partnerships with educational institutions across all stages of the learning spectrum to ensure that lifelong learning is available to the community

Related Strategies and Plans:

- Children's Services Quality Improvement Plan

Indicators:

- Children enrolled in preschool
- Children developmentally on track
- Satisfaction with childcare services
- Young people in employment, education or training
- Post-school qualifications

IN FOCUS: Lot 12 Bayshore Drive

Lot 12 Bayshore Drive, Byron Bay, is a Council-owned 5.8 hectare block of land in the Byron Arts and Industry Estate, opposite the Sunrise Shopping Centre.

This is set to change as Council proceeds with its vision of turning Lot 12 into an innovation precinct, a place to learn, collaborate and connect. This aligns with the recommendations of the [Byron Arts and Industry Estate Precinct Plan](#).

Concept Masterplan

Council has endorsed a Masterplan for Lot 12 to be used as the basis for the next planning and governance steps.

View the [Lot 12 Subdivision Concept Plan online](#).

Where are we now?

Creative Capital was the successful applicant from an Expression of Interest process.

The next step is to divide Lot 12 into three parcels with one block to be sold to Creative Capital.

Council will use the revenue from the sale of that block to develop its 1.3 hectare site which will include a new TAFE Connected Learning Centre alongside other major tenants.



2.5 Create social impact and initiatives that address disadvantage



Delivery Program Priorities:

2.5.1 Access and inclusion

Improve access and inclusion for all community members, including people with disability

2.5.2 Advocacy

Advocate for services and funding to enhance social outcomes across the Shire

2.5.3 Rough sleeping

Work in partnership to reduce and end rough sleeping through community action

Related Strategies and Plans:

- Disability Inclusion Action Plan

Indicators:

- Built environment accessibility
- Equity and inclusion
- Social cohesion
- Rough sleeping

IN FOCUS: Access and Inclusion

Byron Shire Council is committed to co-creating an equitable, accessible, and inclusive community. Access and inclusion are important aspects of ensuring that everyone can participate in our community. In line with Australia's Disability Strategy 2021-2031, our vision is an inclusive society that ensures people with disability can fulfill their potential, as equal members of the community. We endorse the guiding values of respect, inclusion, and equality.

The *Disability Inclusion Act 2014* (NSW) provides the legislative framework to guide state and local government disability inclusion and access planning. The Act supports people with disability to access:

- the same human rights as other members of the community.
- independence and social and economic inclusion within the community; and
- choice and control in the pursuit of their goals and the planning and delivery of their supports and services.

The Disability Inclusion Action Plan (DIAP 2022-26) sets out the key strategies and actions Council will deliver to support people with disability and co-create meaningful change toward the goals of the State Disability Inclusion Plan in the four key areas.

Attitudes and Behaviours

The attitudes and behaviours of the general community towards people with disability have been described as the single greatest barrier to full access and inclusion.

- **AB-1** Ensure all staff, including leaders, are trained in prioritising access and inclusion.
- **AB-2** Improve education and enforcement of the rules relating to mobility parking.
- **AB-3** Encourage and support local businesses to increase access and inclusion, including tourism opportunities.
- **AB-4** Include people with disability in the design of communications and awareness campaigns.
- **AB-5** Increase the number of public awareness campaigns to celebrate people with both visible and invisible disabilities.
- **AB-6** Acknowledge that fixing access issues demonstrates commitment and action to support inclusion.

All Welcome

Access and inclusion for everyone



Byron Shire

Liveable Communities

Access is a fundamentally important aspect of community participation and inclusion and a key part of creating liveable communities.

- **LC-1** Deliver access ramp and footpath upgrade and renewal program shire wide.
- **LC-2** Improve beach accessibility for a range of mobility needs.
- **LC-3** Increase and improve accessible transport options including accessible parking and public transport.
- **LC-4** Work alongside the business community to improve access, in particular to essential services such as medical practices and banking services, but also to increase tourism opportunities.
- **LC-5** Consider and accommodate a range of visible and invisible disabilities during public events, including physical access, low energy, hearing and vision related considerations.
- **LC-6** Increase and improve accessible parks, playgrounds and recreation facilities, including adequate seating accessible play equipment.
- **LC-7** Improve access to Council-owned buildings and public facilities and amenities.

Meaningful Employment

Employment contributes to feelings of self-worth, social interaction and mental health, and increases opportunities to support individual choice and control.

- **ME-1** Encourage local businesses to increase employment opportunities for people with disability, including accessible recruitment processes for both visible and invisible disability.
- **ME-2** Increase training around both visible and invisible disability in the workplace.
- **ME-3** Support and encourage local businesses with training and awareness-raising activities.
- **ME-4** Encourage inclusion by improving accessibility of work sites (both Administration building and the Depot).
- **ME-5** Provide more guidance and training on inclusive language.
- **ME-6** Improve and increase the availability of accessible meeting rooms.
- **ME-7** Consider and accommodate visible and invisible disability access requirements for Council events and processes such as community engagement.

Systems and Processes

A common issue for people with disability is the difficulty in navigating systems and processes to access the services and supports they need in the community.

- **SP-1** Continue to improve the accessibility of Council meetings, such as with live captioning or Auslan signing.
- **SP-2** Ensure diversity of representation on the ACWG and across other consultation processes such as Place Planning Collectives.
- **SP-3** Introduce sitting fees/compensation for lived experience advisory groups.
- **SP-4** Ensure a diversity of communication strategies that consider and accommodate a range of visible and invisible disability.
- **SP-5** Improve staff understanding of invisible disability and how to assist community in navigating Council processes.
- **SP-6** Continue to improve accessibility of online information and systems, including effective search function.

IN FOCUS: Ending Rough Sleeping in Byron Shire

Byron Shire is the first area in NSW, outside Sydney, to trial a worldwide project aimed at reducing and ending rough sleeping through community action. It is called the Ending Rough Sleeping Byron Shire Project.

The Project brings together:

- people with lived experience of homelessness
- local community groups
- not-for-profits
- service providers
- donors
- government

This group forms the Ending Rough Sleeping Byron Shire Collaboration. The End Street Sleeping Collaboration is a sector-led entity that holds the By Name List data on behalf of local services providers.

Council's role is to provide staff who support and help the work of the group, and advocate for positive change.

This initiative is also part of the NSW Premier's Priority Commitment to reduce rough sleeping by 50% by 2025 and end rough sleeping by 2030 – a target now shared by the Byron Shire.

The By Name List (BNL) records information about each person who is currently sleeping rough or living in crisis accommodation at the time of the survey.

Organisations can use the collective, de-identified data to advocate for the change and resources needed to end homelessness in our community. The information collected will be used as evidence to support policy and systems changes to better help those who sleep rough, and to reduce the number of people sleeping rough in the future.

Understanding this information enables a community to respond in real time. As well as helping individuals access the right housing, health care and other supports, the information collected will help the sector develop better policies and programs.

Our aim is to make positive changes and prevent people from ever having to sleep rough in our community.



ending rough sleeping Byron Shire



Strategies

- 3.1 Partner to nurture and enhance our biodiversity, ecosystems, and ecology
- 3.2 Deliver initiatives and education programs to encourage protection of our environment
- 3.3 Protect the health of our coastlines, estuaries, waterways, and catchments
- 3.4 Support and empower our community to adapt to, and mitigate our impact on climate change
- 3.5 Minimise waste and encourage recycling and resource recovery practices

3.1 Partner to nurture and enhance our biodiversity, ecosystems, and ecology



Delivery Program Priorities:

| 3.1.1 Native species | 3.1.2 Pest and weed management | 3.1.3 Habitat restoration | 3.1.4 Biodiversity |
|---|---|---|---|
| Use best practice land management to improve ecological resilience and reduce threats to biodiversity | Continue best practice Integrated Pest Management on council owned and managed land | Restore degraded areas that provide high environmental or community value | Use best practice land management to improve ecological resilience and reduce threats to biodiversity |

Related Strategies and Plans:

- [Byron Shire Integrated Pest Management Strategy](#)
- [Biodiversity Conservation Strategy](#)
- [Flying Fox Camp Management Plan](#)
- [Pest Animal Management Plan](#)
- [Koala Plan of Management](#)

Indicators:

- Bush Regeneration
- Participation in Land for Wildlife program

3.2 Deliver initiatives and education programs to encourage protection of our environment



Delivery Program Priorities:

3.2.1 Compliance

Encourage compliance with environmental planning regulations

3.2.2 Environmental education and awareness

Coordinate and support environmental education to the community

3.2.3 Planning

Plan to improve the quality of the natural environment

3.2.4 Sustainability projects

Support community led environmental and sustainability projects

Indicators:

- Engagement in education programs
- Landcare volunteering

3.3 Protect the health of our coastline, estuaries, waterways, and catchments



Delivery Program Priorities:

3.3.1 Coastal Management Program

Undertake Coastal Management Program planning and implementation

3.3.2 Floodplain management

Mitigate the impact of flooding on private and public property

3.3.3 Catchment health

Investigate and support catchment health improvement initiatives

Related Strategies and Plans:

- [Water Sensitive Urban Design Policy \(and Strategy\) 2020](#)
- Coastal Management Programs
 - [Northern Coastline](#)
 - [Southern Coastline](#)
 - [Richmond River](#)

Indicators:

- Condition assessment of catchment health
- Satisfaction with the management of waterways and beaches, including creeks and wetlands

3.4 Support and empower our community to adapt to, and mitigate our impact on climate change



**Delivery
Program
Priorities:**

3.4.1
Climate change
mitigation

Mitigate the risk of
climate impacts
through actions
within Council's
control

3.4.2
Climate change
adaptation

Enhance community
resilience and ability
to adapt before,
during, and after
climate events

3.4.3
Monitoring and
reporting

Monitor and report
on actions that aim
to address climate
change

3.4.4
Net Zero
Emissions

Work towards
achieving Council's
100% net zero-
emissions target

Related Strategies and Plans:

- [Net Zero Emissions Strategy & Action Plan](#)
- [Climate Change Adaptation Plan](#)

Indicators:

- Renewable energy
- Net council carbon emissions

3.5 Minimise waste and encourage recycling and resource recovery practices



**Delivery
Program
Priorities:**

| 3.5.1 Towards Zero Waste | 3.5.2 Recycling and circular economy | 3.5.3 Waste collection and landfill | 3.5.4 Education | 3.5.5 Facilities and Services |
|--|--|---|--|--|
| Implement Integrated Waste Management and Resource Recovery Strategy - Towards Zero | Work with business and tourism sector to reduce waste to landfill | Maintain and enhance solutions to recover / treat / dispose of residual waste | Empower the community to increase avoidance, reuse, and recycling activities | Provide resource recovery facilities and services that meet statutory requirements |

Related Strategies and Plans:

- [Towards Zero Integrated Waste Strategy 2019 to 2029](#)

Indicators:

- Waste diversion rate
- Recycling rate
- Residual waste
- Illegal dumping
- Licence compliance



Strategies

- 4.1 Manage responsible development through effective place and space planning
- 4.2 Enable housing diversity and support people experiencing housing insecurity
- 4.3 Promote and support our local economy
- 4.4 Foster sustainable visitation and manage the impacts of tourism on the Shire
- 4.5 Support a resilient community that can adapt and respond to change

4.1 Manage responsible development through effective place and space planning



Delivery Program Priorities:

4.1.1
Development
Assessment

Manage development through a transparent and efficient assessment process

4.1.2
Growth
Management
Strategies

Implement Local Growth Management Strategies

4.1.3
Town / Village
Masterplans

Develop, implement and update Place Plans that promote place-based forward planning strategies and actions

4.1.4
LEP and DCP

Review and update the Local Environmental Plan and Development Control Plans

Related Strategies and Plans:

- [Byron Bay Masterplan](#)
- Local Growth Management Strategies:
 - [Rural Land Use Strategy](#)
 - [Residential Strategy](#)
 - [Business and Employment Lands](#)
- [Local Strategic Planning Statement](#)
- [Our Mullumbimby Masterplan](#)
- [Bangalow Village Plan](#)
- [Byron Arts & Industry Estate](#)
- [Federal Village Masterplan](#)

Indicators:

- Development applications
- Satisfaction with development application processing
- Satisfaction with planning for the development of the area

4.2 Enable housing diversity and support people experiencing housing insecurity



Delivery Program Priorities:

4.2.1 Housing insecurity

Seek opportunities that provide fair, appropriate, and affordable housing for people experiencing housing insecurity

4.2.2 Partnerships and pilots to address housing needs

Investigate partnerships and pilots that deliver an innovative and affordable housing model for the Shire

4.2.3 Legislation changes

Establish planning mechanisms and advocate for changes to legislation to support housing that meets the needs of our community

Indicators:

- Housing availability
- Satisfaction with housing type, tenure, and price in new development

IN FOCUS: Temporary Emergency Accommodation

In response to the 2022 flood events, Council has been working with the state government to support our flood affected communities to accommodate those displaced and or left homeless.

Temporary emergency accommodation options have been explored and enabled by the state government through legislative changes.

On privately owned land these options include:

- Extended stays in caravan parks or camping grounds.
- Installing a movable dwelling.
- Extension of the two-year exemption period for moveable dwellings.
- Councils can modify conditions for camping grounds.

Further information is available [online](#).



Pop-up villages

Across the Northern Rivers 17+ sites have been identified for temporary housing for 2000+ households.

These pop-up villages will be sited on approved council and crown land sites. The 'modular homes' are proposed to be in place for up to three years while the community rebuilds. The sites will be managed by Resilience NSW and a community housing provider for the time of their use.

Byron Shire has three sites identified as suitable for pop-up village use.

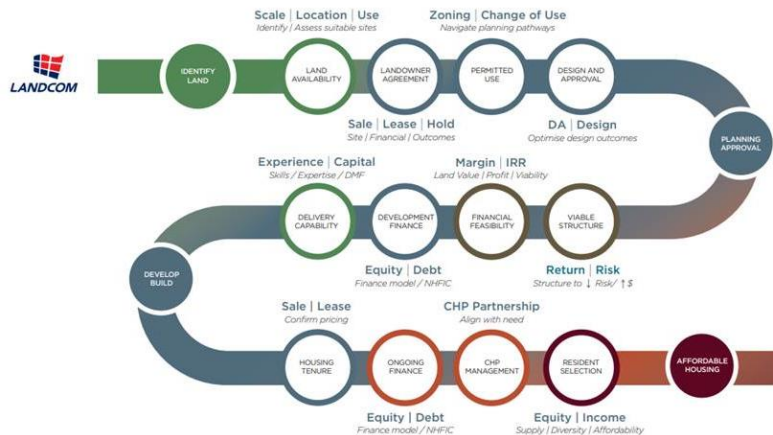
IN FOCUS: Partnership to deliver affordable housing

Council will be working with Landcom, the NSW Government's development agency in the development of up to 29 studios, one and two-bedroom units on a Council-owned carpark at 57 Station Street, Mullumbimby.

The project seeks to deliver an affordable housing development for people on low – moderate incomes.

Using a 12-step process, Landcom partners with Council to select a Community Housing Provider delivery partner and work collaboratively to optimise the planning, design, financing and housing delivery outcomes for all stakeholders.

Affordable Housing: 12 steps to delivery



Project Objectives

The objectives underpinning the project are:

- Develop the optimum amount of affordable housing that meets the community's needs
- Long-term tenure of the property as affordable housing
- Council to retain ownership (freehold or 99-year lease) of the car park
- Council contributes land only, with no additional funds required
- Landcom to perform its obligations on a "cost recovery" basis

Project Benefits

The benefits of project agreements (to both parties) can include:

- Greater levels of trust, respect and understanding between the parties.
- Enhanced planning processes for community development and the delivery of dynamic programs, activities and services involving the broader community.
- Increased knowledge, information, and resource sharing between the parties.
- Achievement of mutually desired outcomes.

4.3 Promote and support our local economy



Delivery Program Priorities:

4.3.1 Diverse economy

Develop a Business and Visitor Economy Strategy to support a resilient and diverse economy

4.3.2 Social enterprise

Support social enterprise and local procurement where appropriate

4.3.3 Business advice and support

Support, participate, and advocate for sustainable business

4.3.4 Employment

Support business initiatives that create local jobs

4.3.5 Food production and regenerative agriculture

Develop and implement strategies to support regenerative agriculture, agri-business and farmers

Related Strategies and Plans:

- [Business and visitor economy strategy](#)
- Enterprising Byron

Indicators:

- Active businesses
- Rates of employment
- Satisfaction with support for local businesses
- Value of the local economy

4.4 Foster sustainable visitation and manage the impacts of tourism on the Shire



Delivery Program Priorities:

4.4.1
Destination
management

Encourage visitation
that aligns with our
culture and values

4.4.2
Short term holiday
letting

Lobby State
Government to
amend legislation to
better manage short
term holiday letting

4.4.3
Sustainable
visitation

Investigate
opportunities to
mitigate peak tourist
demands on local
amenity and
infrastructure

Related Strategies and Plans:

- [Business and visitor economy strategy](#)
- [Byron Shire Events Guide](#)

Indicators:

- Satisfaction with tourism management
- Value of visitor economy

4.5 Support a resilient community that can adapt and respond to change



Delivery Program Priorities:

4.5.1
Emergency
management

Support and
participate in local
emergency
management

4.5.2
Recovery

Support disaster
recovery following
the 2022 flood
events

4.5.3
Disaster Resilience

Support and
coordinate disaster
prevention,
preparedness,
response and
recovery activities

Related Strategies and Plans:

- Local Emergency Management Plan
- Local Recovery Plan

Indicators:

- Progress with delivery of the Flood Recovery Action Plan



Strategies

- 5.1 Provide a safe, reliable, and accessible transport network
- 5.2 Connect the Shire through integrated transport services
- 5.3 Invest in renewable energy and emerging technologies
- 5.4 Provide accessible community facilities and open spaces
- 5.5 Provide continuous and sustainable water and sewerage management

5.1 Provide a safe, reliable, and accessible transport network



Delivery Program Priorities:

| 5.1.1 Road maintenance | 5.1.2 Road renewal and upgrades | 5.1.3 Active transport - pedestrians and cycleways | 5.1.4 Multi-Use Rail Corridor | 5.1.5 Restore road network |
|--|--|---|--|--|
| Undertake road and transport network maintenance to meet the standards identified in the Asset Management Plan | Deliver road renewal and upgrade capital works program | Deliver the actions identified in the Pedestrian Access and Mobility Plan and Bike Plan | Activate the rail corridor for multi-use that provides expanded active and shared transport options catering to visitors and residents | Restore the affected parts of the road network that were impacted by the 2022 flood events |

Related Strategies and Plans:

- [Pedestrian Access and Mobility Plan](#)
- [Bike Plan](#)
- [Moving Byron](#)

Indicators:

- Condition of sealed and unsealed roads
- Satisfaction with local roads
- Delivery of capital work program
- Expansion of shared path/cycle network
- Satisfaction with bikeways and bicycle facilities
- Progress with delivery of Road Infrastructure Flood Recovery Action Sub Plan

IN FOCUS: Byron Shire Community Solutions Panel

In early 2018, Council undertook a bold new democratic exercise and ran a Community Solutions Panel to hear directly from a representative group of Byron Shire residents. The panel came up with a set of considerations, values, a decision making framework and infrastructure categories weighted by values to inform Council's priorities. The panel also outlined potential revenue options and how the community should continue to be involved in Council activities and decisions.

Their considerations were:

- We aim to be proactive, not reactive.
- We recognise there are different needs in different places.
- We support investing in renewal when it is practical and necessary to do so.
- We encourage, support, and facilitate shared ownership of community issues.
- We recognise that the development of transport alternatives to cars is essential.
- We support investment into infrastructure that generates a return.
- We endorse innovative approaches and efficiency in processes.
- We require organisational and individual responsibility, accountability, and transparency.

Their values were:

- Safety
- Community wellbeing
- Connectivity
- Equity
- Environmental consciousness
- Excellence in design

How the Panel's recommendations contributed to the Delivery Program

The Delivery Program was developed in consideration of the Panel's decision making framework. Many of the Panel's recommendations are put into practice every day, for example risk and safety is always the main concern when performing actions, regardless of what we're working on.

The Panel's full report which includes the Panel's vision, values, considerations and recommendations can be found [online](#).



5.2 Connect the Shire through integrated transport services



Delivery Program Priorities:

5.2.1 Regional transport links

Lead, engage and partner to develop a sustainable regional transport network that supports local roads to deliver services to our community

5.2.2 Public Transport

Advocate for public transport services across Byron Shire that are convenient, regular, and easy to access

5.2.3 Traffic management & reduced car dependence

Develop transport infrastructure and services that are accessible to all and meet a diverse range of needs and community expectations

5.2.4 Parking

Manage parking through effective controls that support Movement and Place Plans and are coordinated with other initiatives such as park and ride

Related Strategies and Plans:

- [Pedestrian Access and Mobility Plan](#)
- [Bike Plan](#)
- [Moving Byron](#)

Indicators:

- Satisfaction with public transport, traffic planning and management, and parking

5.3 Invest in renewable energy and emerging technologies



Delivery Program Priorities:

5.3.1 Future needs

Plan for the infrastructure needs of the current and future population

5.3.2 Electrification opportunities

Explore electrification opportunities as they arise

5.3.3 Green energy

Invest in green energy initiatives

5.3.4 Telecommunication

Advocate for more disaster resilient communication networks

Indicators:

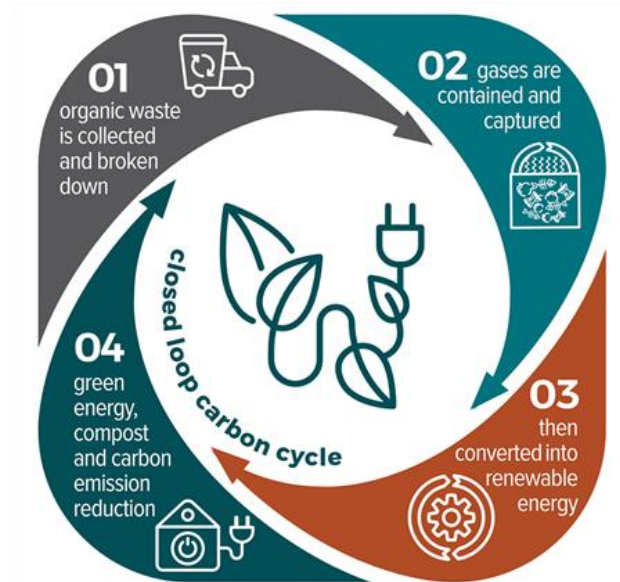
- Renewable energy

IN FOCUS: Bioenergy Facility

We are looking at the feasibility of a bioenergy facility in the Byron Shire. A smarter, local waste solution to convert organic green waste into renewable energy and a compost product.

The proposed location for the bioenergy facility is on Council land at the Byron Sewage Treatment Plant.

If successful, the Byron Bioenergy Facility would be the first of its kind in Australia.



What is bioenergy?

Bioenergy is converting organic waste into clean and green renewable energy. It's known as a closed-loop carbon cycle, because the carbon created will end up as plant matter and stays within the system.

Dry anaerobic digestion uses oxygen-free conditions to break down organic matter inside a contained facility. The resulting biogas is converted into energy.

These are the steps in the bio-energy process.

1. Organic waste is collected and broken down.
2. Gases are contained and captured.
3. Then the gases are converted into renewable energy.
4. This results in green energy, a compost product and carbon emission reduction.
5. Dry anaerobic digestion DOES NOT use burning, incineration or combustion-based technology.
6. The Byron Bioenergy Facility would NOT USE forestry waste.

The infographic (left) steps out this process.

5.4 Provide accessible community facilities and open spaces



Delivery Program Priorities:

5.4.1 Community buildings

Ongoing maintenance and capital upgrades of community buildings with a focus on increasing accessibility

5.4.2 Parks and open spaces

Provide and maintain active and passive recreational community space that is accessible and inclusive for all

5.4.3 Public amenities

Provide safe and clean public amenities compliant to accessible standards

5.4.4 Sporting facilities and swimming pools

Ensure ongoing maintenance and upgrade of inclusive sporting facilities and swimming pools

5.4.5 Commercial facilities

Effectively manage Council owned commercial properties including holiday parks and Tyagarah airfield

Related Strategies and Plans:

- [Recreation Needs Assessment and Action Plan](#)
- [Plans of Management for Council Lands](#)

Indicators:

- Public Open Space
- Satisfaction with community halls, parks and playgrounds, public toilets, and town centres and public spaces

IN FOCUS: Byron Bay Skate Park and Recreation Precinct

From June 2022 we are upgrading the Sandhills area in Byron Bay to make it a vibrant public space that recognises the important cultural values of the site.

The first stage of the project is a skate park and recreation hub that will:

- Provide a high quality skate and recreation space connecting the town centre, environmental zones and existing facilities such as the Byron Youth Activities centre and the library.
- Protect and enhance the cultural values of the traditional owners of the site.
- Activate an area that is currently under-utilised.
- Discourage anti-social behaviour.



Funding

The State Government announced \$25 million for projects in the Byron Shire as part of the NSW Government Road and Infrastructure Election Commitment. \$2.05 million is allocated for the Sandhills Estate activation including a new skatepark and recreation precinct.

Related Information

- [Byron Bay Skate Park and Recreation Precinct - Final Concept Design and Consultation Storyboard](#)
- [Sandhills Estate Skate Park and Recreation Hub Concept Plans - March 2020](#)

5.5 Provide continuous and sustainable water and sewerage management



Delivery Program Priorities:

5.5.1 Water supply

Provide a continuous water supply that is maintained in accordance with NSW Health guidelines

5.5.2 Wastewater management

Manage effluent in an ecologically sustainable way that ensures public health and protects and enhances the natural environment

5.5.3 Stormwater

Provide stormwater infrastructure to manage flood mitigation and improve social and environmental outcomes

5.5.4 Water sensitive urban design

Improve Council's planning, processes and capacity to integrate water sensitive urban design into Council works and address catchment based priorities

Related Strategies and Plans:

- Strategic Business Plan for Water and Sewerage
- [Byron Shire Recycled Water Management Strategy 2017-2027](#)
- Integrated Water Cycle Management Plan
- [Water Sensitive Urban Design Policy and Strategy](#)

Indicators:

- Satisfaction with water supply
- Water expenditure
- Main breaks
- Satisfaction with sewerage management services
- Sewer expenditure
- Breaks and chokes to sewerage mains
- Recycled water consumption



FOR MORE INFORMATION

PO Box 219 Mullumbimby NSW 2482 (70 Station Street)

E : council@byron.nsw.gov.au

P: 02 6626 7000 | F: 02 6684 3018

www.byron.nsw.gov.au

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

Directorate: Infrastructure Services

5 **Report Author:** James Flockton, Infrastructure Planning Coordinator

File No: I2022/148

Summary:

The draft Moving Byron document has been through a Community Consultation process as previously supported by Council.

10 This report provides a copy of the draft document and the comments received.

Further discussion and comment will be received from Transport for NSW at the committee meeting.

15

RECOMMENDATION:

That Council note:

1. The report and the comments received from the exhibition period
- 20 2. The Moving Byron Committee will receive a further detailed report that provides:
- a. commentary on each of the comments received during the exhibition period
 - b. commentary on comments received from TfNSW at the committee meeting
 - c. an updated Moving Byron document for consideration
 - 25 d. details on the resourcing requirements in relation to the Moving Byron Action Plan

Attachments:

- 1 Draft Moving Byron 2022 to 2042 - Integrated Transport Strategy - Parts 1 to 3,
E2021/149220 , page 73[↓](#)
- 30 2 Draft Moving Byron 2022 to 2042 - Integrated Transport Strategy – Part 4 Background
Information, E2021/149218 , page 135[↓](#)

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

3.3

- 3 Summary Report - Your Say Byron Shire 01 Jan 2022 to 03 May 2022, E2022/40336 , page 182[↓](#)
- 4 Survey Response from Public - Moving Byron, E2022/40736 , page 188[↓](#)

5

Report

At Council Meeting of 25 November 2021 Council Resolved (21-551):

That Council:

- 5 1. *Adopts the Draft version of the Moving Byron Strategy (Attachments 1,2 &3) for the purpose of Public Exhibition with the follow amendments and invites submissions from the public.*
 - 10 a) *Addition of a foreword from the TIAC Chair to acknowledge the contributions of community representatives and stakeholders in the development of Moving Byron.*
 - b) *Review of formatting and content of column 4 (stakeholders) of the Action Plan (Attachment 2) to ensure correct alignment and to complete the stakeholder list on page one.*
 - 15 c) *inclusion of additional photographs representative of the key themes.*
 - d) *Include Case Study 4 at A5 of Attachment 3.*
 - e) *Attachment 1 be named 'Moving Byron 2022-2042: Integrated Transport Strategy'.*
- 20 2. *Places the "Draft Moving Byron strategy" on Public Exhibition for a minimum of 28 days and the outcomes of the consultation be reported to Council for further consideration;*
- 25 3. *Undertakes consultation during the exhibition period with other government agencies and key stakeholders identified within the Draft Moving Byron Strategy to obtain their support, feedback and comments;*
4. *Receives a report on resourcing requirements in relation to the Draft Moving Byron Action Plan: and*
- 30 5. *Thanks members of the Transport and Infrastructure Advisory Committee (TIAC) for the extensive time and effort put into preparing the Draft Moving Byron Strategy.*

(Cameron/Coorey)

The amendments noted in item 1 above have been completed and the consultation noted in items 2 and 3 have been completed.

- 35 Moving Byron (attachments 1 & 2) was on exhibition for 8 weeks from the beginning of March to the end of April 2022. The adopted exhibition period was extended due to the recent floods to ensure the community had time to provide comment.

Item 4 will be addressed in a future report and item 5 is noted.

- 40 Unfortunately, the Infrastructure Planning team have been unable to address each of the comments between the exhibition closure and reporting deadlines due to flood recovery works taking priority and staff vacancies reducing the teams availability.

The statistics from the community consultation process is provided at attachment 3 and shows that the process received a high level of review and comment. The comments received have been provided at attachment 4 for the committee's information.

- 5 Time will be provided at the committee meeting for committee members to raise and discuss any of the comments received. It is not proposed that we discuss each comment and request that members review the comments and raise any comments of concern at the meeting.

- 10 Transport for NSW (TfNSW) will also be in attendance at the committee meeting to discuss the report, any changes resulting from this discussion will be made before the next committee meeting.

Key issues

Staff need to review the comments received, provide commentary, and make suitable amendments to the Moving Byron document.

- 15 Further comments received from TfNSW at the committee meeting will need addressing in the updated document.

Next steps

Staff will complete a detailed feedback report and amend the Moving Byron document prior to reporting back to the committee.

- 20 When reporting the updated document to the committee a report on the resourcing requirements in relation to the Draft Moving Byron Action Plan will be provided.

Strategic Considerations

Community Strategic Plan and Operational Plan

| CSP Objective | CSP Strategy | | DP Action | | Code | OP Activity | |
|---|--------------|---|-----------|--|------|-------------|--|
| Community Objective 1: We have infrastructure, transport and services which meet our expectations | 1.3 | Support, through partnership, a network of integrated sustainable transport options | 1.3.1 | Ensure an integrated and accessible transport network (SP) | | 1.3.1.1 | Finalise the Integrated Transport Management Strategy (ITMS) |

Recent Resolutions

- 21-551
- 25 • 21-321

- 20-404
- 20-329
- 20-049
- 20-045

- 5
- 19-537
 - 19-427
 - 19-315
 - 19-313

Legal/Statutory/Policy Considerations

- 10 There is no known legal, statutory or policy issues to consider.

Financial Considerations

The project is currently within budget and future budget concerns will be addressed in a future report to the committee.

Consultation and Engagement

- 15 As noted in the body of the report.

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Draft Moving Byron 2022 to 2042

Integrated Transport Strategy

Parts 1 to 3

Draft Moving Byron 2022 to 2042 – Integrated Transport Strategy
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Acknowledgement of Country

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

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

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

Foreword

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

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

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

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

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

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

Cr Basil Cameron
Chair, Transport and Infrastructure
Advisory Committee



Transport and Infrastructure Advisory Committee Members:

Councillors:

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

Community Representatives:

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

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1. Introduction

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

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

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

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

Moving Byron is in four parts:

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

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2. Moving Byron Vision

2.1 Moving around Byron Shire and beyond

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

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



Figure 2.1 Mullumbimby Road on the way to Mullumbimby

2.2 Moving around Byron Shire and beyond

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

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

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

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



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

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2.3 Business as usual trends and car dependence

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

Table 2.1 - Forecast Population Growth 2016 to 2041

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

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

Table 2.2 - Passenger Numbers Gold Coast Airport

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

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

Table 2.3 - Visitor numbers to Byron Shire

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

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

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

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



Figure 2.3 Walking track in Cape Byron National Park

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Part One

The Big Picture

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3. The Big Picture

3.1 Future Direction 1 - Transport diversity that supports roads

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



Figure 3.1 Photo showing example of cycleway signage and line marking

3.1.1 Desired Outcome 1

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

Principles

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

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Big Picture Challenge

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

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



Figure 3.2 Expanded public and shared transport

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

Priority partnerships

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

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

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Roads That Sustain Community

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

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

Corridor Mapping can be used for:

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

Planning For Sustainable Movement

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

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

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

Road Access and Safety Principles (RASPs)

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

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

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

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

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3.1.2 Desired Outcome 2

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

Activating The Rail Corridor

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

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



Figure 3.3 Diversifying transport options including in the Coastal Corridor

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

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

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

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

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

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

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

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



Figure 3.4 Shared path through parklands, Byron Shire

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Part Two

Connecting Communities

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4. Connecting Communities

4.1 Future Direction 2: Cycling, walking and active movement

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



Figure 4.1 Byron Bay to Suffolk Park shared path

4.1.1 Desired Outcome 3

People in Byron Shire choose active movement

Principles

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

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

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Figure 4.2 Example of cycle parking infrastructure

Connecting walking and cycling networks

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

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

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

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

and the following major projects;

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

Making walking safe for everyone

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

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

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

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

Seeing and counting everyone

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

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

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

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

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

Promoting active movement

Council will develop a supporting facilities plan that can include;

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

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

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

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



Figure 4.3 Active transport for all types of users

4.1.2 Desired Outcome 4

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

People in...

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

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

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

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

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

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

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



Figure 4.4 Byron Shire markets

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...cars out

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

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

Safe access for all

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

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

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

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

4.2 Future Direction 3: Public transport

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

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Figure 4.5 Access to public transport

4.2.1 Desired Outcome 5

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

4.2.2 Desired Outcome 6

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

Principles for building public transport patronage

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

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

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

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

Public transport can support our road network in many ways.

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

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

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

Public transport is vital for sustaining community life.

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

Current levels of service in Byron Shire are generally poor.

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

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

What is Council's role in public transport development?

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

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

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

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

Big picture public transport challenge

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

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



Figure 4.6 Mullumbimby train station

Case Study

Skybus: Connection, Convenience, Integration, Success.

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

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

Skybus: Strategic transport planning to support the road network

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

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

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

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

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

Proactive public transport development in the near term

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

- on demand
- shuttle buses
- automated buses

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

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

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

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

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Bruxner Corridor a jobs and services connector

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

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

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

Part time public transport presents opportunity

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

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

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

Shared transport supports public transport

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

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

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Research and funding for public transport development

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

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

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

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

4.3 Future Direction 4: Planning for sustainable transport

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



Figure 4.7 Brunswick River mixed use bridge, Brunswick Heads

4.3.1 Desired Outcome 7

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

Planning for sustainable transport development

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

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

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

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

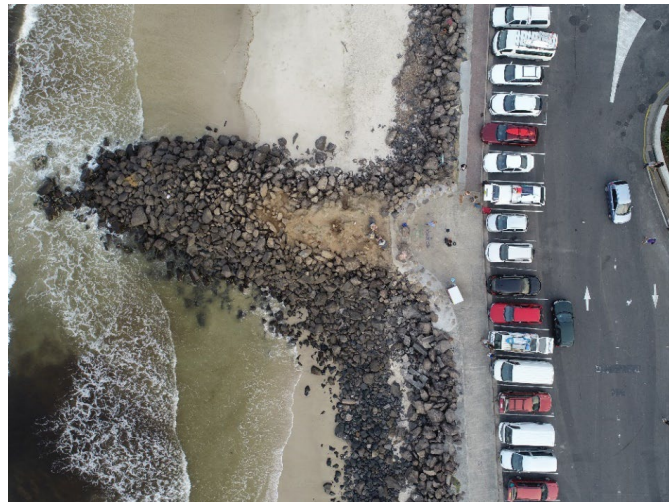


Figure 4.8 Planning for less car dependence

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

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

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

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

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

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

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

Plans to fund sustainable transport choices

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

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

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



Figure 4.9 Shared paths around Byron Shire

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4.4 Future Direction 5: Safe Access

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

4.4.1 Desired Outcome 8

People are able to move safely around Byron Shire

Principles

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

Constrained hinterland roads

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



Figure 4.10 Shared use of narrow hinterland roads around Byron Shire

Visitation and development

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

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

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

A fresh look at hinterland roads

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

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

Council will;

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

Motorway crossings

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

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

Transition zones to town and village centres

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

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

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

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

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

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

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

Neighborhoods

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

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



Figure 4.11 Byron Shire typical parking issues

4.5 Future Direction 6: Sustainability

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

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Figure 4.12 Walking track at Cape Byron National Park

4.5.1 Desired Outcome 9

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

Towards zero emissions

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

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

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

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

D5 – Develop an emissions disclosure framework for Council staff

E4 – Investigate alternative materials for construction of infrastructure.

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

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



Figure 4.13 Byron Rail Corridor

4.5.2 Desired Outcome 10

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

Financial sustainability

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

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

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

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



Figure 4.14 Financial sustainability of ongoing road maintenance

Emerging risks

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

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

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

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

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

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

Table 4.1 Project Comparison

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

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

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Network investment and maintenance

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

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



Figure 4.15 Shared paths around Byron Shire

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4.6 Future Direction 7: The way forward

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

4.6.1 Desired Outcome 11

Council delivers Moving Byron

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

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

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

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

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

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

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

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

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

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

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

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

Expanding community engagement and information

Other options can be included as required;

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

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

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

Reporting and reviews

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

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

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

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

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Funding priorities - year 1

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

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

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Part 3

Action Plan

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5. - Action Plan

5.1 Glossary

Internal Stakeholders Acronyms

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

External Stakeholders Acronyms

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

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5.2 Future Direction 1

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

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

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

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

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

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

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5.3 Future Direction 2

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

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

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

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

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5.4 Future Direction 3

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

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

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

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

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5.5 Future Direction 4

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

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

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

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5.6 Future Direction 5

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

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

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

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5.7 Future Direction 6

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

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

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

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5.8 Future Direction 7

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

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

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

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Draft Moving Byron 2022 to 2042

Integrated Transport Strategy

Part 4 Background Information

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1. Why is Moving Byron needed?

Residents and visitors to Byron Shire already experience the transport challenges that come with rapid growth, very high levels of visitation, congested coastal town and hinterland road networks struggling to cope, poor public transport and inadequate walking and cycling links limit movement options.

There is nothing new about this situation. These trends have been building for decades with the current failings of the transport network being predicted by the Sydney-Brisbane Corridor Study (DOTARS 2006). The study noted that growth along the 'coastal side of the corridor' is likely to lead to 'congestion, capacity, safety and traffic issues' that 'will challenge the performance and adequacy of the transport system' in a 'number of key regional locations' including 'the Gold Coast and Northern NSW down to Byron Bay' (page 28.).

This assessment was made prior to the opening of the Yelgun to Ewingsdale section of the Motorway and Ewingsdale interchange was completed. Yet these costly upgrades have led to increasing problems rather than relieving them.

The development and expansion of a national route without sufficient planning, co-ordination, and funding of regional and local road networks by the three levels of government responsible has played its part in this getting to this point. In particular while roads and population have expanded, a critical missing element has been planning for a diversified transport network offering alternatives to car-based road movement.

In summary, the financial cost of providing movement corridors for people and goods are significant and the choices made now can have substantial environmental, financial and social benefits (or impacts) over time. Clearly it is in the community interest to make well informed choices now and into the future. Moving Byron takes a fresh look at how our transport network functions and identifies alternatives approaches that involve expansion of active, shared and public transport as part of a connected, diversified and more sustainable movement network.

1.1. How has Moving Byron been developed?

The work of bringing the Strategy together has been led by Council's Transport and Infrastructure Advisory Committee consisting of community representatives, Councillors, and staff.

While Federal and NSW transport strategies, policies and regulations are important considerations in the development of a local strategy, its clear the lack of co-ordination has not always delivered expected outcomes. It is also the case that the objectives of State and Federal policies do not always align with the needs and aspirations of our community, as demonstrated by the conflicts between the operation of the M1 and sustainability of our local road network. Similarly State funding programs can conflict and even hinder highly rated values such as access and safety.

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As such it is important that Moving Byron does not simply replicate the stated aims of State and Federal policy. To avoid this, Moving Byron has approached the situation primarily from our community's viewpoint in three keyways:

- Transport networks and their operation are critically considered 'with our eyes'. That is an 'on ground' assessment of the current situation and emerging issues without the policy filters of other levels of government.
- Critical analysis is informed by our community's needs and aspirations as expressed in the Community Strategic Plan and other data obtained through extensive consultation and engagement with community, such as the Community Solutions Panel, the Transport and Infrastructure Advisory Committee amongst others.
- The above approaches have identified a disconnect between NSW policy characterisations and context of local networks and the way our community sees the 'on ground' situation. A key insight is the observation that local and regional travel is concentrated into two movement corridors and 'trunk' routes within each of these corridors. This challenges the language of a 'dispersed' and 'isolated' population in various NSW policy and opens new and exciting possibilities for diversified, better connected and sustainable transport.

These fresh viewpoints have helped to inform the structure of the document and accordingly, Moving Byron aims to:

- Describe movement challenges – locally and regional
- Reflect the aims and aspirations of the Byron Shire community
- Develop strategic directions to support the paramount objective
- Identify policy and planning initiatives
- Identify transport actions and options

As noted, the following NSW policies are critically considered and at times challenged:

- Northern Rivers Regional Transport Plan, Transport for NSW, 2013
- Regional NSW Services and Infrastructure Plan, Transport for NSW, 2018
- North Coast Regional Plan, Department of Planning and Environment 2017.

In addition, there is an extensive list of Council's movement policies, plans and strategies that help to inform and support Moving Byron. Where required, the strategy identifies new policy and or revisions to existing policy.

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2. List of Council's movement and access policies

- Byron Shire Community Strategic Plan
- Draft Byron Shire Residential Strategy
- Byron Shire Business and Industrial Lands Strategy
- Byron Shire Rural Land Use Strategy
- Byron Shire Open Space and Recreation Needs Assessment and Action Plan 2017-2036
- Byron Shire Pedestrian Access and Mobility Plan 2019
- Byron Shire Bike Plan
- Strategic Transport Statement (Transport Policy) 2019
- Multi Use Rail Corridor Feasibility Study
- Byron Bay Town Centre Masterplan
- Byron Arts & Industrial Estate Precinct Plan
- Bangalow Village Plan
- Our Mullumbimby Masterplan
- Sustainable Visitation Strategy
- Net Zero Emissions Strategy
- Biodiversity Conservation Strategy
- Business and Industrial Lands Strategy
- Economic Development Strategy
- Electric Vehicle Strategy
- Development Control Plans and LEP's
- Car share policy
- Paid parking
- Transport Asset Management Plan
- Strategic Asset Management Plan 2016-2026

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- Delivery Program 2017-2021 and Operational Plan 2019-2020.

The Delivery Program 2017-2021 and Operational Plan 2019-2020 bring together Council's strategies, plans and budgets to provide services and infrastructure, and to ensure future sustainability.

The Delivery Program turns the goals set out in the Community Strategic Plan into broad actions over the medium term while the Operational Plan drills down to specific projects and activities for the year ahead.

3. Social and Economic Indicators

This section provides a range of demographic and social determinants to assist in identifying current and future movement needs, as well as, assisting to identify barriers to transport access and the reasons for transport disadvantage.

Population and Housing

It is forecast that there will be an increase in Byron Shire's population of around 10 percent to 37,950 by 2036, anticipating a need for an additional 3,150 dwellings. Not all homes will be delivered in the urban areas, with over 400 new dwellings expected in our rural areas. Population growth will primarily occur in Bayside, Brunswick Heads, Mullumbimby, and West Byron.

Table 4.1: Population Projection for Local Council Areas

| LGA | 2016 | 2041 | % Change |
|------------|---------|---------|----------|
| Lismore | 44.122 | 42.944 | -3% |
| Byron | 33.399 | 37.955 | 14% |
| Ballina | 42.993 | 47.092 | 10% |
| Tweed | 93.742 | 111.531 | 19% |
| Gold Coast | 576.918 | 943.686 | 64% |

Byron Shire is expecting a 14% population increase from 2016 to 2041 with similarly strong growth expected in coastal areas. Regionally, the most significant growth is in the northern border at Tweed and adjacent, Gold Coast in Queensland. The latter's population is expected to grow by 64% in the same period. This will generate increasing social, economic, and cultural links that in turn will see continuing and substantial people and goods movements between the Gold Coast and Byron Shire. While population is not expected to increase in Lismore City over the period, its status as a regional service centre and source of employment opportunities is likely to continue to drive a two-way growth in people and goods movement in the East-West corridor.

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Figure 4.1 shows a breakdown of the age structure with the Byron Shire population compared to regional NSW. In 2016 our population was tilted towards middle age brackets (35-65) with younger and older people less represented. This pattern is consistent with previous census data and highlights difficulties faced by younger people in accessing education, employment and training who leave the local area for opportunities elsewhere. Poor transport connections are regularly cited as a difficulty facing young people as they seek to move to higher education and employment in the Shire and across the region.

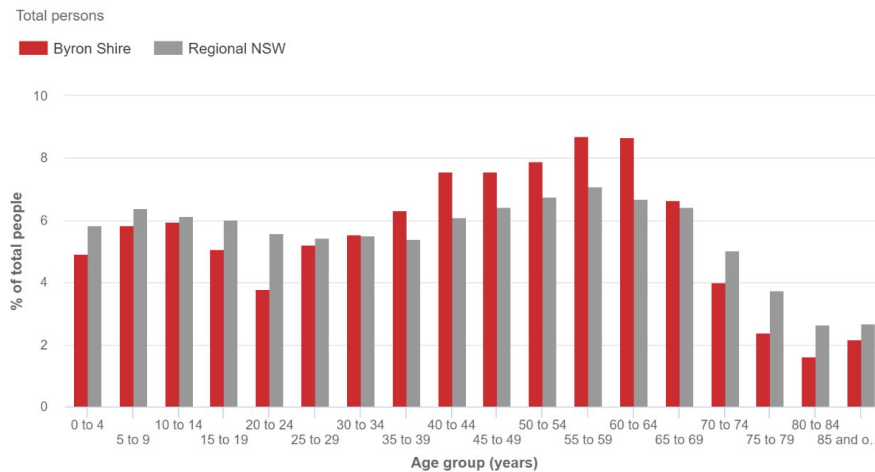


Figure 4.1: Byron Shire Age Structure (2016)

3.1. Ageing Population

As can be observed in **Figure 4.2**, the percentage of people over 65 years of age is expected to noticeably increase in the future, going from 16% in 2016 to a projected 28%. It is expected that there will be greater demand for healthcare and recreational travel as the population gets older. As of now, the trip purpose is 34% health care related. The demand for modes of transport will also need to adjust with more shared transport, specialist vehicles and services likely to be needed.

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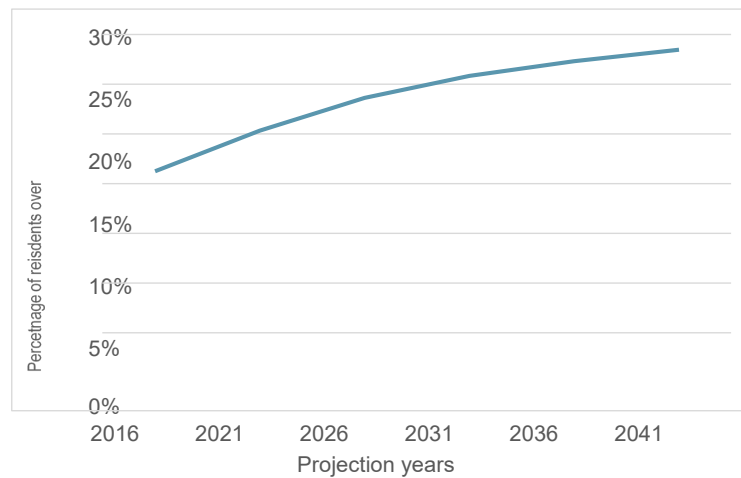


Figure 4.2: Byron Shire aging population trend and future forecast

3.2. Unemployment

According to a Council demographics review in 2017, Byron has an unemployment rate of 8.5% as opposed to the NSW average of 6.1% and National average of 5.6%. The youth unemployment is also high at a 15.5% with 11.8% of the youth unengaged in any work or studies. With a high turnover and a strong tourism industry, the region has a significantly higher percentage of part-time employment at 47%, with the NSW average at 32%.

3.3. Income

In the same review, the reported median income of \$1,143 per week in Byron is also lower than the NSW average of \$1,500. Despite the lower income Byron property prices on average are higher than the NSW average by \$125,000.

3.4. Travel Disadvantage

While Byron Shire is often seen as a holiday and tourist destination with limited diversity in non-tourist industries, the Shire does have parts of the community which are socially and economically disadvantaged. The relationship between socio-economic disadvantage and travel disadvantage is often circular in that each can exacerbate and entrench the other. For example, lack of access to a car can limit employment and education opportunities with a consequent drop in income that reduces the ability to overcome transport barriers.

3.5. Socio-Economic Deprivation

The Socio-Economic Indexes for Areas (SEIFA) Index of Disadvantage measures the relative level of socio-economic disadvantage based on a range of Census characteristics.⁹ The coastal areas and Lismore are regarded as socially advantage compared to the rest of the region, however, there are rarely any areas that can be considered the most advantaged. The most deprived areas are generally at local

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centres such as Lismore and Tweed Heads, with Byron Shire being the exception to this observation. Details of the individual areas can be seen in **Figure 4.3**, taken from the Australian Bureau of Statistics.

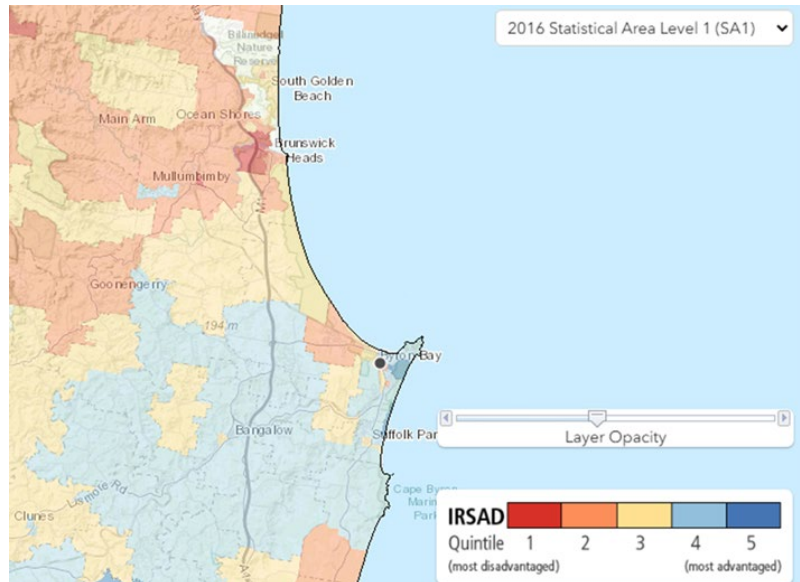


Figure 4.3 Byron Shire aging population trend and future forecast

4. Our Regional and Local Transport Networks

This section takes an on-ground view of our transport networks, their operation and emerging issues to:

- Describe movement challenges – locally and regional
- Reflect the aims and aspirations of the Byron Shire community
- Develop strategic directions to reduce car dependence
- Identify policy and planning initiatives
- Identify transport actions and options.

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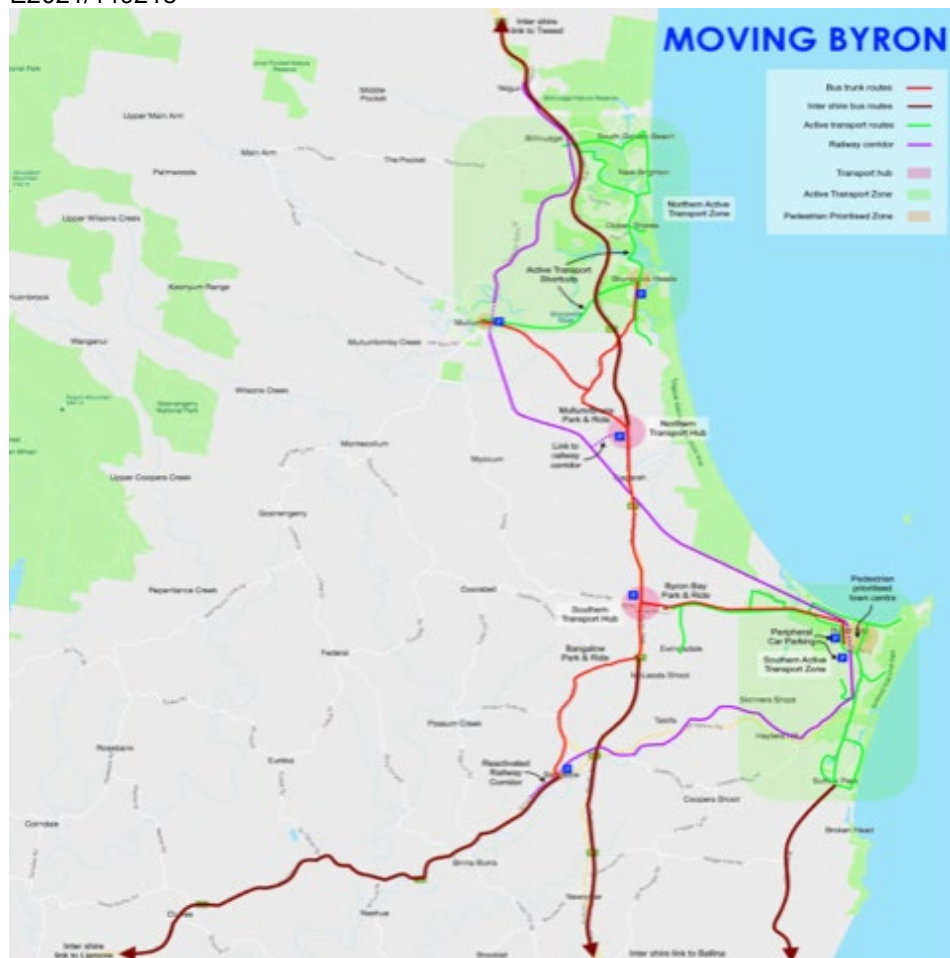


Figure 4.4 Byron Shire regional and local transport networks map

Roads rate as the most important issue for Byron Shire residents and there is much community discussion on the subject for good reason given the services the road network provides. Whether we drive, use shared transport, ride a bike or walk, virtually all our movement in the Shire is by road. Public transport, access and safety issues also rate highly.

How the Shire's transport network connects with the region and beyond has a major influence on movement patterns. Topography, climate and historical construction of our roads add to challenges of providing a safe and accessible network. For these reasons it is important to beginning by consider the wider context.

Byron Shire is located on the North Coast of New South Wales (NSW), approximately 800 kilometres north of Sydney and 200 kilometres south of Brisbane, with shared boundaries with the Tweed, Lismore and Ballina Local Government Areas, within the broader Northern Rivers Region a region known as the Northern Rivers. Byron Shire is connected to the region along two key movement corridors.

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4.1. North-South Movement Corridor

Byron Shire is bisected by the M1 Motorway, running north-south in a Coastal Corridor. The catchment for this national route extends beyond the coastal shires and includes most of the Northern Rivers. The Mt Warning caldera and Bother Ranges preclude the development of alternative cross border routes and as such traffic will continue to increase along the Coastal Corridor.

The M1 is the primary link connecting the major population centres in the Shire as well as the primary link for travel between coastal regions to the south, the Gold Coast and Brisbane. There is a significant daily commuter and visitor movement between the north and south of the Shire. While the old Pacific Highway alignment provides diversion routes within the north-south corridor, connections between them remain via the M1.

The M1 is the primary route for the significant numbers of tourist visitors to Byron Shire. A key driver of the growth in visitor numbers moving within the north south corridor is the ongoing expansion of Gold Coast Airport on the Queensland border and to a lesser degree, the Byron-Ballina Airport to the south at Ballina.

An alternative diversion route in the south of the Shire is Bangalow/Broken Head Road ('coast road') that links Byron Bay, Suffolk Park and Broken Head to Lennox Head and connecting with the M1 at Ballina.

There are currently poor shared transport links connecting the northern and southern ends of the corridor. The rail corridor is part of the movement corridor connecting the town centres of Mullumbimby, Byron Bay, Bangalow and Billinudgel (Ocean Shores) within the Shire.

Covid induced periods of border closures and restricted movements have emphasised the increasingly important social and economic links between Byron Shire and South East Queensland. Visitors and travellers join significant numbers of daily commuters, people accessing services such as healthcare and goods supplying and supporting a range of key industries such as agriculture and construction.

4.2. Emerging issues

4.2.1. M1 Interchange at Ewingsdale

Taken together the above characteristics are combining to induce significant traffic congestion including back up on the Motorway around the Ewingsdale interchange at peak commuting and holiday times. This is affecting the operation of the motorway and increasing safety risks.

To date proposed solutions would in part shift the congestion into the east-west corridor that intersects with north-south corridor at the interchange. This impacts would exacerbate the impacts of increased vehicle numbers on Ewingsdale Road.

An alternative approach is to diversify transport options and utilise the rail corridor to mode shift from cars to active and shared transport and reduce growth in demand for road space. As such issues are emerging at other interchange locations, notably

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Gulgan North and Bangalow, planning to activate the rail corridor in the Shire can get a head start on tackling the problem.

4.2.2. Safe, access and movement

As a high-speed Motorway, the M1 significantly limits access, especially for active movements. There are only six opportunities to cross from the hinterland road network to the west of the M1 to the east. Only one of these, at Billinudgel, is a pedestrian crossover. The other five all involve the negotiation of roundabouts with heightened risks to cyclists and pedestrians. Ewingsdale interchange is not accessible for foot traffic and unacceptable unsafe for cyclists.

There needs to be safe access infrastructure in place at Motorway crossings, both to ensure unrestricted movement and to encourage active movement choices for residents and visitors in hinterland locations.

4.2.3. East-West (Bruxner) Corridor

This corridor extends from Byron Bay to Lismore and further west along the Bruxner corridor terminating at Tenterfield where it links with the New England Highway. Movement is concentrated along the Ewingsdale Road/Hinterland Way route connecting at Bangalow with the Lismore-Bangalow Road. The Nightcap range and Wilson River have shaped links and settlement patterns along this route that connects key regional populations in Lismore, Casino, Grafton and Kyogle

There are significant commuter and visitor movements within this corridor. Daily movements by Shire residents to neighbouring LGAs is higher in this corridor with traffic growth at Bangalow exceeding growth at Ewingsdale and Gulgan Road interchanges. The intersection with the Coastal Corridor is at the Ewingsdale interchange, exacerbating the congestion, access and safety issues discussed above.

Trip drivers to and from the regional centre of Lismore include University, TAFE and school students, Lismore Base and St Vincents hospitals, government services and retail. There are also significant movements of workers between Lismore and centres in Byron Shire. Together this results in a high number of commuter vehicle movements in both directions during AM/PM peaks.

There are currently poor public transport links within the East-West corridor that are unable to meet the needs of many of these daily commuters. The rail corridor runs within this movement corridor and connects the town centres of Byron Bay, Bangalow, Lismore and Casino.

4.2.4. Key features of regional corridors

As noted, geography has played a key role in the development of and concentration of the Coastal and Bruxner corridors both for movement and settlement.

Apart from very local movement, travel within and beyond each corridor involves using minor roads to feed onto key trunk routes, being the Pacific Highway/Hinterland Way and the Coast Road in the Coastal Corridor and Ewingsdale Road/Lismore-Bangalow Road in the Bruxner. These trunk routes have

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to be used for all modes of travel. As such people and vehicles are concentrated onto these key roads.

It is also the case that these roads link the key population centres within the Shire and across the Region in a linear fashion.

These features challenge the language of a 'dispersed' or 'scattered' resident population especially in relation to the provision of shared transport as key catchments are linked by these truck routes. Movement patterns rather than location of population centres shows concentrated, as opposed to dispersed, movement. In addition, high visitation adds to concentration of movement, sometimes beyond the capacity of existing road networks. Together the concentration of movement within corridors suggests there is scope to improve public transport links along trunk routes.

While larger towns and population centres within both corridors are serviced by shared transport such as buses, there are significantly fewer services connecting towns along the regional trunk routes. In the past, such services were provided by rail operating on the Casino-Murwillumbah line that runs in tandem with the key trunk routes in both corridors.

4.2.5. Rail Corridor

The Casino to Murwillumbah Rail Corridor is a 130 kilometre rail corridor that was opened in 1894. It was built to move goods and people between towns located in these corridors, heavily influencing regional settlement patterns. Today eight of the ten largest population centres in the Northern Rivers are linked by rail and retain rail stations at their heart. When the line was connected to a state wide network following construction of the Clarence River crossing at Grafton, the focus of the line began to change.

During the post war boom that brought better roads and a rapid uptake in car use, local services were discontinued in favour of long distance intercity services. Although less frequent, for many decades these services continued to provide a daily return link across the region until 1990 when this was replaced by an overnight express to Sydney. This was discontinued in 2004 and the line closed despite many years of community advocacy for a return of local services able to meet the daily needs of commuters and visitors.

The corridor is strategically located within regional corridors and there are a number of opportunities to use the corridor to support the goals of Moving Byron.

Mode shift with active and shared transport in the rail corridor

Utilise as key alternative to car use within the Ewingsdale Road Corridor as part of integrated strategy incorporating park and ride, active and shared movement options and town centre parking management.

Improve public transport connections, regularity and convenience

Provide opportunities for visitors to arrive and move about without car use as part of well connected public, shared and active networks.

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Council has undertaken a Multi-Use Rail Corridor Study (MURC) and is pressing activation of the corridor as a central plank of a sustainable, diversified and connected transport network.

4.2.6. Urban roads

All urban road networks in the Shire are serviced by the two key movement corridors with the greater proportion located in the coastal zone. Mullumbimby and Bangalow being the two larger centres located to the west of the M1 Motorway.

There is variation in the layout of urban networks from older grid layouts dominating in Byron Bay and Mullumbimby to widespread cut de sac layouts in Ocean Shores. These different layouts are a key influence on movement behaviours and constraints, often favouring cars over active movement or making access difficult for shared and active transport.

Like many regional areas, the cores of townships in Byron Shire are centred around main streets which have become vehicle centric. These types of main streets lend themselves to conflict, seeking to serve both a 'movement' function (in terms of movement of goods and people, often by vehicles) and 'place' function where people feel comfortable to spend time and shop, dine or socialise. Such conflicts have increased with popularity and high visitation in coastal towns and are now apparent in hinterland villages such as Federal.

The various town and village masterplans have identified a preference for people centred places that are not dominated by cars and traffic.

Safe, accessible and connected pedestrian infrastructure is often lacking in many parts of the urban road network, although Council with the assistance of TIAC has adopted Bike and PAMP plans is rolling out projects in many parts of the urban road network.

There is a need to improve the provision of well connected and safe pedestrian access both within some of the existing urban areas and in new urban releases. Development Control Plans (DCPs) need to be reviewed to ensure that development is laid out so as to prioritise convenient active and public/shared transport links that encourage reduced car use.

4.2.7. Hinterland and Coastal Roads

Hinterland roads primarily refer to the networks to the west of the M1 Motorway. Coastal roads outside towns are less extensive and generally service small populations though some such as Broken Head Road and Seven Mile Beach Road that experience significant pressure from visitors.

Hinterland road networks in Byron Shire are necessarily extensive due to topography with 'no through road' access into valleys and connection to a key trunk road being common features. Travel between towns in Byron Shire is via the two primary roads in the Coastal and Bruxner movement corridors.

As is the case elsewhere hinterland roads provide a number of services to communities. Cyclists and walkers need safe access alongside motorists, as do

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school children catching buses. Delivery of goods, post and roadside collection of waste are other services dependent on access to a safe road network.

Hinterland road networks are largely built on original formations and are susceptible to significant damage at times due to a combination of slope, soils and climate. Heavy rainfall events can lead to land slips that can limit or even cut off access completely. In 2013, Cyclone Oswald delivered 11 major land slips overnight, the most serious cut road access for the community of Upper Coopers Creek for many months.

Narrower pavements and lack of shoulders can make it unsafe for residents to consider active transport and create conflicts between the various services that the network has to provide. Without a safe and accessible rural road network, rights of movement may be compromised. As such there is a need to balance the needs of all road users and services. Due to funding and topographical constraints the most cost effective solution is to take a more considered approach to safety and access on rural roads and where necessary reduce speed limits. A safe and accessible network is essential to the support of aim of reducing car and increasing active movement especially while public transport is not regular or in many instances, even available.

4.2.8. Traffic Growth

From local traffic count sites shown in Figure 4.5, there is an observed growth in traffic amongst the various town centres and accesses to state highway or motorway (35). Daily traffic on Ewingsdale Road to the M1 Motorway is an indicative measure of traffic going in and out of Byron Bay to other regional areas. From 2006 to 2016, the daily traffic grew from 16,600 to 21,700, which is a 31% increase.

Further north at Mullumbimby Road, which is the main entrance from the M1 to Mullumbimby, from 2006 to 2019, there was 41% traffic growth to an average daily estimate of 12,350. The highest growth of 58% has occurred at Bangalow indicating the importance of the east-west corridor. Other count sites at Ocean Shores and Suffolk Park had increases in traffic between 24% and 29%.

Overall, the traffic volumes in the Byron Shire have all increased significantly; indicating demand for regional travel between the centres is growing and placing more pressure on the road network.

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Figure 4.5 – Sample Traffic Counter Locations

5. Public Transport Case Studies

Public transport is a term that needs to be carefully considered as publicly accessible transport is often provided by privately owned operators. In one sense all transport is public as road, rail and other infrastructure is invariably a public asset or subsidised by public funding. For example, privately owned cars are driven on public roads.

Similarly, public transport services are often a mix of private operators and public funding as is the case with bus services in Byron Shire and the Northern Rivers.

In this discussion, public transport generally refers to bus and rail services, however funded. However, it is worth considering the broader range of shared transport options as part of a publicly accessible transport network. Taxis, Ubers and car share services are increasingly part of the mix of shared options that can help to reduce the use of private motor vehicles and can link with public and active transport to increase the number and convenience of travel options.

Considering the public funding of roads and active links, the distinction between public and private is only relevant to a distinction between a private vehicle and a shared conveyance.

Public transport in Byron Shire and surrounding region is primarily delivered by private bus operators coordinated and funded by TfNSW. In addition to routed services, there is a significant school bus network deployed twice daily during term times that transports around 10,000 students.

A privately funded solar powered rail service operates between Byron Bay and North Beach, a distance of 3 km. The services are primarily targeted towards tourists and

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demonstrates the potential of the rail corridor to further reduce the number of cars entering the Byron Bay town centre.

There are several private bus operators providing airport transfers, servicing Coolangatta and Byron-Ballina Airports. These services help to reduce the number of vehicle movements, particularly in the north-south corridor and the Byron Bay town centre. Skybus, an operator of large express airport transfers, has recently commenced operations in Byron Shire. See Skybus Case Study below.

Community Transport provides several critical services to travel disadvantaged people on low incomes including medical and other appointments as well as social and shopping bus runs under a Community Transport Program and Community Home Support Program. There is more demand than can be catered to, in part due to the lack of general shared transport options. Community Transport is an NDIS provider of transport services for NDIS participants.

Public transport is not widely used, with existing services limited in coverage and irregular. Bus services are largely planned around school services, limiting public transport options to key services for commuters. There is also little timetable and service integration, and this provides further disincentives to use public transport. Public transport development and policy has been hindered by poor rationale based around a “low resident population” and a failure to acknowledge the very significant numbers of tourist visitors moving around the region on our strained transport networks.

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5.1. Case Study 1 – Public Transport (Buses) between Mullumbimby and Byron Bay

The following is a case study on how someone can plan to travel from Mullumbimby to Byron Bay Bus Interchange.

Table 4.2 Case Study of bus travel from Mullumbimby to Byron Bay Bus Interchange

| Route | Connections <15mins | Evenings / Weekends / Public Holidays | Frequency | Comment |
|--|---|---|---|---|
| 640 Mullumbimby- Byron Bay | | | | |
| 5 services (Mon-Fri) per day between 8.35am and 5.10pm including school holidays | 645 from Brunswick Heads and Ocean Shores (morning services only). | No evening | 1 hour 40 mins - 3 hours 25 minutes | Route using Pacific Motorway does not directly service population centres with exception of one am and one pm (m-f) service that reroute through Parkway Drive loop. |
| 3 Services (Sat) 9.30am, 1.00pm and 4.35pm | 645 from Brunswick Heads and Ocean Shores. | Limited weekend and public holidays. | 3 hours 30 minutes | Limited bus stops mainly located in places with poor pedestrian access (eg Pacific Motorway). |
| 2 Services (Sun/Public Holiday) 9.30am and 4.25pm | None | | 7 hours | |

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| Route | Connections <15mins | Evenings / Weekends / Public Holidays | Frequency | Comment |
|--|------------------------|--|----------------|--|
| 645 Mullumbimby- Byron Bay | | | | Afternoon services only. |
| 2 Services 2.53pm and 4.34pm Monday-Friday | None | No evening, weekend or public holidays | 1 hour 41 mins | Route using Pacific Motorway does not directly service population centres. Stops at Byron Central, but no other locations on route. |
| 610/645 Mullumbimby- Brunswick Heads-Byron Bay | | | | Mullumbimby to Brunswick Heads then change (wait time 33 minutes). |
| 1 Service 7.18am Monday-Friday | None | No evening, weekends or public holidays | One daily | Total travel time 1 hour 30 minutes |
| 610/165 Mullumbimby- Clunes-Byron Bay. | | | | 610 to Clunes and change to 165 (wait 20 mins). |
| 1 Service 8.40am School Holidays only. | None | No evening, weekends. Limited holidays. | One daily | Countrylink - Pre booking required for 165. |

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| Route | Connections <15mins | Evenings / Weekends / Public Holidays | Frequency | Comment |
|---|------------------------|---|-----------|--|
| | | | | Not guaranteed to connect. |
| | | | | Total travel time 1 hour 28 mins. |
| 166 Mullumbimby- Byron Bay | | | | Countrylink - Pre booking required |
| 1 Service 5.28am daily | None | No evening, weekends | One daily | |
| 165/PM41 Mullumbimby- Brunswick Heads-Byron Bay | | | | Mullumbimby to Brunswick Heads then change (wait 2 hours 35 minutes). |
| 1 Service 10.30am Sunday only | None | No evening, public holidays. | One daily | Countrylink/PM - Pre booking required for both. |
| | | | | Not guaranteed to connect. |
| | | | | Total travel time 3 hours 15 mins |

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| Route | Connections <15mins | Evenings / Weekends / Public Holidays | Frequency | Comment |
|--|------------------------|--|-----------|--|
| 162/610 Mullumbimby- Binna Burra- Byron Bay | | | | Mullumbimby to Binna Burra then change and walk (wait time 37 minutes). |
| 1 Service 6.38am | | | | |
| School holiday only. | None | School holiday only. No evening, weekends | One daily | Countrylink - Pre booking required for 162. |
| | | | | Not guaranteed to connect. |
| | | | | Total travel time 1 hour 32 minutes. |

5.2. Case Study 2 – Ocean Shores to Byron Bay

The following is a case study on how someone can plan to travel from Ocean Shores to Byron Bay Bus Interchange. This case study is based on resources available in 2021.

As a baseline the distance between Ocean Shores and Byron Bay Bus Interchange is approximately 20km and takes 15-20 minutes to drive via a car.

In planning an alternative transport option, three trip planning websites were considered to plan alternative transport options:

- TfNSW Trip Planner
 - Provides details relating to connecting bus service and timetables
- Going Places
 - Provide bus, taxi, train, community transport and other transport information for towns within the Northern Rivers and beyond.
- Blanches Bus Company

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- Provides timetable and fare details for services connecting to the airport.

Using the above transport planning resources, a public bus (such as Blanches Bus service 645) will cost approximately \$2.50 for pensioners and seniors and \$9 for an adult. Total trip time is estimated to be 45 minutes.

However, the number of trips available are very limited with no services on Sundays or public holidays. The timetable below shows the current bus service between Ocean Shores and Byron Bay.

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| Route Number | Monday to Friday | | | | | | Saturday | | |
|--|------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | 645 am | 645 am | 645 am | 645 pm | 645 pm | 645 pm | 645 am | 645 am | 645 pm |
| Ballinudgel - Mogo Place Humble Pies | 7.40 | 9.51 | ... | ... | ... | ... | 8.35 | ... | 3.25 |
| Balemo Drive Ocean Shores | 7.30 | 9.44 | 9.55 | 11.08 | 12.21 | 2.08 | 3.49 | 8.40 | 9.54 |
| Shara Blvd (SDA Church) | 7.37 | ... | 10.02 | 11.15 | 12.28 | 2.15 | 3.56 | 8.47 | 10.01 |
| Golden Beach - (Bus zone adjacent Golden Beach Shop) | 7.41 | ... | 10.06 | 11.19 | 12.32 | 2.19 | 4.00 | 8.51 | 10.05 |
| New Brighton Shop | 7.45 | ... | 10.10 | 11.23 | 12.36 | 2.23 | 4.04 | 8.55 | 10.09 |
| Orana Road (east of Wahlooga Way) | 7.48 | 10.13 | 11.26 | 12.39 | 2.26 | 4.07 | ... | 8.58 | 10.12 |
| Yamble Drive Ocean Shores | 7.52 | ... | ... | ... | ... | ... | ... | ... | ... |
| Wahlooga Way Ocean Shores | ... | 7.50 | 10.17 | 11.30 | 12.43 | 2.30 | 4.11 | 9.02 | 10.16 |
| Coomburra Crescent Ocean Shores | 7.54 | 7.54 | 10.19 | 11.32 | 12.45 | 2.32 | 4.13 | 9.04 | 10.18 |
| Goondooloo Drive Ocean Shores | 7.56 | 7.56 | 10.21 | 11.34 | 12.47 | 2.34 | 4.15 | 9.06 | 10.20 |
| Ocean Shores Shopping Centre | 7.58 | 7.58 | 10.23 | 11.36 | 12.49 | 2.36 | 4.17 | 9.08 | 10.22 |
| Brunswick Heads Info Centre (Parkst) | 8.03 | 8.03 | 10.28 | 11.41 | 12.54 | 2.41 | 4.22 | 9.13 | 10.27 |
| Bayside (Tweed Street) | 8.06 | 8.06 | 10.31 | 11.44 | 12.57 | 2.44 | 4.25 | 9.16 | 10.30 |
| Uncle Toms | 8.09 | 8.10 | 10.34 | 11.47 | 1.00 | 2.47 | 4.28 | 9.19 | 10.33 |
| A Mullumbimby (River Terrace Bus Zone) | 8.20 | ... | 10.40 | 11.53 | 1.06 | 2.53 | 4.34 | 9.25 | 10.39 |
| Ewingsdale - Byron Central Hospital | ... | 8.20 | ... | ... | ... | 3.08 | 4.48 | ... | ... |
| Byron Bay Bus Interchange | ... | 8.45 | ... | ... | ... | 3.15 | 4.54 | ... | ... |

A similar limited number of services are available between Mullumbimby and Byron Bay, highlighting the limited connection between key towns within the Shire and the need for high dependance on cars.

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5.3. Case Study 3 - School Bus Network Northern Rivers

A fully integrated public transport network exists in the Northern Rivers, even if it does so for only part of the day.

For 221 days of the year that are school days, 10,000 students can move safely across the region, sometimes crossing multiple LGAs to get to and from school. They can do so because existing bus companies work together to ensure that there is a network of buses able to collect students in their neighbourhoods and deliver them either directly to school or to transfer points where other buses are waiting so they can continue their journey.

Great care is taken to ensure that each child can safely connect to transfer services. On occasions drivers will be in contact with late connecting services and wait at transfer points to ensure supervision until transfers can be made.

As populations increase, the benefits extend beyond the students and their families as each bus removes many peak time private car movements from urban and constrained hinterland roads networks.

This remarkable operation swings into action twice a day each school day. Unfortunately, the rest of the time, much of the bus fleet remains idle and as such there is a significant resource of people, knowledge and fleet that is under-utilised that might otherwise be able to provide better public transport integration at other times.

5.4. Case Study 4 - Skybus: Connection, Convenience, Integration, Success

Skybus operates express coach services to and from a number of airports in Australia and New Zealand. The 'flagship' service operates between Melbourne Airport and the city centre, growing from modest beginnings in 1978 to now carry over 2 million passengers per year and 8.3% of all Melbourne Airport passengers. Success is built on the operation's connectivity, convenience and integration.

Connection

- Door to door pick up and set down at Terminals 1 and 3, pickup at Terminal 4 and short pedestrian link of Terminals 2 and 4 to 3.
- Express service between Melbourne Airport and city centre (Southern Cross Station).
- Transfer hub at Southern Cross connects with multiple hotel and airport transfers to and from suburbs.
- Hub is located within the rail station with easy access to City Circle, metropolitan and regional rail services.
- At the front door of the station step out onto the footpath and catch a tram or taxi.

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Convenience

- Easiest option to access with Skybus stops, ticket booths and attendants located right outside the arrivals door.
- Attendants on hand to assist with luggage and boarding.
- Service operates 24 hours every 10 minutes, 365 days a year between 6:00 am and midnight and between 15 and 30 minutes outside these hours. Since 2015, services have averaged 350 per day and a 5 minute frequency has been achieved during peak periods.
- 20 minute door to door service making it competitive with taxis on access, trip time and fares (currently an on line ticket is \$15).
- Additional value with free wi-fi and tourist information on board.
- Undercover transfer hub at Southern Cross connecting with transfer and rail services within the station, tram and pedestrian networks at the front door. Airport bound similarly convenient.

Integration

- In 2002 the Victorian Government partnered with Skybus to improve the then service. This included updating the fleet as well as improvements to the Tullamarine Freeway to give Skybus priority in traffic.
- Proposals to turn emergency lanes into bus lanes on the freeway and Bolte Bridge as well as include Skybus on a Myki fare (cheaper tap and go ticketing for public transport) were challenged by the operator of the Citylink toll road and Melbourne Airport as likely to reduce toll revenue and car parking profits.
- Skybus integration frees up significant road space. Travel times for all vehicles between the city and airport continue to extend out during congested peak periods. Compared to the estimated 7000 taxi trips on the freeway each day, the Skybus fleet is able to move people faster and using less road space. Recently the fleet has been extended with high capacity double decker buses that use no more fuel.
- Connectivity to other services and transport modes such as rail help further reduce car use to and from the city centre and airport.

Skybus has continued to grow and now operates similar services at a number of other airports including Hobart, Auckland, Avalon and since 2017, Gold Coast. The range of services has expanded to hotel transfers (eg Gold Coast), urban and regional airport transfers.

The key features of all are fast express services with minimal stops at major transfer points, convenience, connectivity and competitive pricing.

In 2018, Skybus introduced an express connection between Byron Bay and Gold Coast Airport.

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5.5. Public transport as central element of movement networks

A regular and consistent public transport network would improve community connectivity, provide convenient access to employment, health, education, and many services as well as improve safety for commuters. The benefits to community resilience by ensuring the opportunity for residents to fully participate in the social, economic, and cultural life of the community are extensive, as are the costs of limiting access. As such a shift in focus is required so that public transport is seen as a core element of transport networks, rather than a need addressed only at the margins. The latter approach highlights the lack of connectivity and tends to perpetuate the problem by targeting limited funding towards isolated projects on the periphery of movement networks.

Public transport that is well connected to active links and integrated with other shared transport, such as car share, can help reduce the number of cars on our roads and reduce demand for parking. Such an integrated network could also be attractive to tourists for getting about the Shire and region and could encourage tourists to not rely on private vehicles for entry to the Shire.

In addition to regular connected services, achieving a significant mode shift towards public and other shared transport needs to be well located, accessible and affordable. In a word convenient. The relative convenience between modes of transport, particularly compared to private cars, is a key factor in transport choices. There are several measures that can be taken to help make public and shared transport more convenient including.

- Planning for centrally located public transport interchanges.
- Review planning controls so that future development ensures active and public transport links are located to maximise convenience and reflect the movement hierarchies adopted by the various village and town centre masterplans.
- Ensure that proponents are required to include active and public transport infrastructure when developing subdivisions.
- Economic incentives that reflect the costs of driving.
- Parking management including park and ride.
- Prioritise active and public transport access. Bus lanes, rail corridor.

5.6. Convenience

As an example of comparative convenience, the public transport network from the Byron Bay town centre only provides access within 30 minutes to Suffolk Park to the south and the North Beach / Arts and Industry Precinct to the west. On the other hand, car accessibility from Byron Bay covers most of the townships in the Local Government Area and while driving a car, covers access further north into the Tweed Local Government Area and south into the Ballina Local Government Area. This

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would suggest that relative convenience using public transport would need to combine express transit with efficient connection to active, shared and private (i.e. park and ride) transport links.

In the case study above, the significant service gaps between the northern and southern parts of the Shire could be addressed by connecting the existing northern town centre bus service in Mullumbimby with an express service direct to the Byron Bay town centre. One way of overcoming the 'time penalty' would be to use the rail corridor to avoid traffic at the M1 interchange and in the Ewingsdale corridor. Convenience would be maximised at peak times and could appeal to commuters, locals, and day tripper tourists, particularly when combined with measures referred to above. Use of hi rail provides an opportunity for neighbourhood pickup without the need for transfer, a door-to-door service.

Regional transport integration

Transport for NSW are working with stakeholders in both NSW and Queensland on improving transport connections between the North Coast and the Gold Coast, including investigating:

- Extension of light rail from Gold Coast airport to Tweed Heads.
- Corridor protection for higher speed connections along the east coast.
- Bus and coach improvements to improve connectivity.
- New servicing patterns and infrastructure to enable better connections and day return opportunities for regional communities.
- Integrating and harmonising fares for cross border regions.
- Harmonising cross border licencing, registration and regulatory requirements.
- Jointly prioritising infrastructure investment on either side of the state border.

Planning for diversified transport connections with South East Queensland

With the current and future growth in the Shire and broader region expected to put increasing demands on transport networks that will struggle to improve levels of service regardless of the level of upgrades, it is increasingly apparent that the region needs to plan for a diversified transport network incorporating better public transport infrastructure including rail. Queensland has been expanding capacity on the Southern Rail line and developing light rail. Increasingly there is a need to plan for infrastructure and services in Northern NSW. The border is not a relevant or rational reason not to plan for connection to the Queensland rail system. Continued reliance solely on road-based networks dominated by cars, is not financially, socially or environmentally sustainable.

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6. Road Safety

6.1. Context

Road safety forms part of the Premier's Priorities relating to Safer Communities, with most road fatalities occurring in rural areas. The intent is to reduce road fatalities by at least 30 per cent between 2011-2021. The 2021 Road Safety Plan outlines a number of priority actions including creating liveable and safe urban communities; this includes the expansion of 40km/h high pedestrian activity areas, safety upgrades at intersections and safety integration in bicycle network programs.

A Safe Systems approach has been adopted which looks at safe roads (and intersections), safe speeds, safe vehicles and safe people. Whilst this moves away from the traditional crash cluster analysis to identify specific crash issues, an understanding of historical road crashes provides an understanding of prevalent types of crashes within the Shire.

A crash map of Byron Shire for a five-year history from 2014 to 2018 is shown in **Figure 4.6** below. A total of 818 crashes were recorded in the Shire during this period. Detailed analysis of the crash history of the Shire indicates that the most frequent location for crashes is along major roads including Bangalow Road with three fatal crashes, and the Pacific Highway and Hinterland Way with 1 fatal crashes likely related to high traffic speed.

There were no fatal crashes in Byron Bay, Mullumbimby and other town centres between 2014 to 2018, although the number of injury crashes are substantial. Approximately 12% of crashes involved cyclists and pedestrians within the Shire and more than 92% of the crashes involved cars with 8 fatal crashes.

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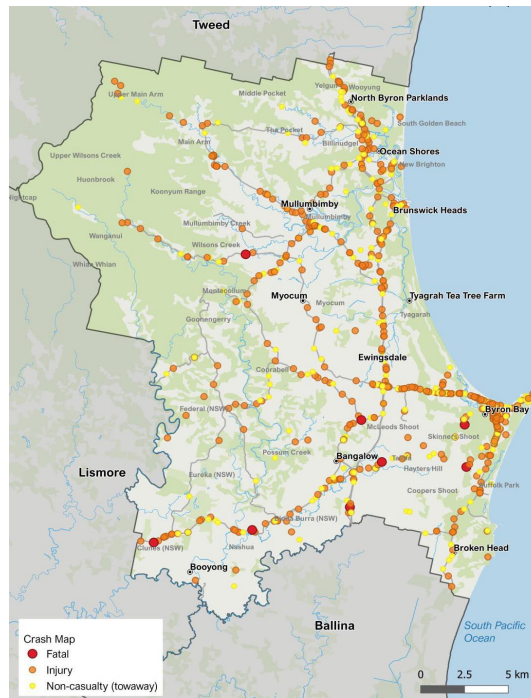


Figure 4.6 - Crash map of Byron Shire from 2014 to 2018

The Safe Systems approach is not reflected uniformly in road funding as has been demonstrated through a number of State funded 'road safety upgrades' where the focus has been on 'vehicular' traffic and identified risks to pedestrians and cyclists are unable to be funded under program guidelines. In addition, much of the safety 'infrastructure' can be seen to reduce safety for pedestrians and cyclists. These issues are exacerbated on the Shire's network due to topography, original formations that do not meet current standards and narrow pavement widths

Viewing safety from one user perspective is reducing safety and access on hinterland roads for other road users and services such as buses. Under this approach rural roads are viewed solely as 'movement' corridors for 'vehicular' traffic, when there are still significant numbers of 'place' features along rural roads.

- Cyclists
- Pedestrians
- Buses - on hinterland roads this is mostly school bus
- School children and others waiting, getting on and getting off busses, mostly along route rather than at centralised bus stops.
- Rubbish removal services.
- Property access.

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- Delivery services including floating of large machinery.
- Road and tree maintenance workers.

The crash statistics above highlight speed as a key contributing factor and it can be noted that all fatal crashes occurred on hinterland trunk routes or regional arteries within the two movement corridors. Yet addressing speed is not a central feature of the program. The funding of 'safety upgrades' is mostly consumed in infrastructure aimed at mitigating the impacts of speed rather than reducing speed and as noted none is able to fund identified risks to other road users. It is the placement of hard infrastructure along pavement shoulders of topographically challenging and narrow roads that introduces new hazards for cyclists, pedestrians, and services. This also can signal to vehicular traffic that the road is regulated solely for their benefit and can lead to a reduced awareness of other road users.

Acknowledging that historical formations and topography can often constrain prospects of creating separated infrastructure for pedestrians and cyclists, an equitable and affordable approach would be to reduce speed on these sections and work with community to raise awareness of the many road users and services dependent on these movement corridors through place.

Access and safety are fundamental values to be considered in the ongoing management of hinterland roads. Ensuring equitable access and safety also aligns with the aim of achieving a mode shift towards active and shared movement.

6.2. Hinterland Roads Actions

- Road funding needs to better support safety and access of all road users and identified place features.
- Council needs to review and develop new policy and future capital works to ensure equitable safe access for all road users and services.
- Moderation of speed on constrained hinterland roads be given paramount consideration to ensure equitable, safe access for all road users.
- Council to advocate for change within external funding programs and regulatory frameworks that better support an equitable, safe access for all road users and services.
- Acknowledge 'place' features of hinterland network.

6.3. Road Access and Safety Principles (RASPs)

In response to increasing community concerns regarding access and safety, Council has resolved to adopt a series of Road Access and Safety Principles and to incorporate the principles within key infrastructure and maintenance policies to ensure a more equitable approach to safe, accessible active movement on our road networks. Provision of active infrastructure as part of new, renewed and upgraded roads will be expanded in future works.

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The recommendation to reduce speed on constrained hinterland roads as an equitable measure to enhance access and safety of all road users on hinterland roads where retro fitted active infrastructure is neither practical or feasible is an example of a pragmatic application of RASPs that supports the goals of Moving Byron, specifically mode shift, increased active movement and improved safety and access for all road users.

7. Action Priorities

A number of measurable achievable actions have been identified in this report. To help identify the most effective and priority projects Council has adopted a decision-making process:

- Prioritise actions that can be included within existing or upcoming projects.
- Prioritise actions that can be achieved under an existing budget item.
- Prioritise actions that tick multiple goals and strategic directions.

The table below adopts a sample Action to demonstrate how Actions within the Strategy will be assessed annually to identify priority projects for the year ahead.

Table 4.3 6 month trial of a driverless EV shuttle bus in collaboration with SCU

| | Connected Byron | Smart Byron | M&P | Sustainable Byron |
|---------------------------|--------------------|-------------|-----|----------------------|
| Movement choices | ✓ | | | |
| Integrated network | ✓ | | | |
| Disadvantaged | | | | |
| Transport hubs | | | | |
| Trials | ✓ | ✓ | | ✓ |
| Parking systems | | | | |
| Partnerships | ✓ | ✓ | | |
| Technology | ✓ | ✓ | | |
| Road Safety | | | | |
| Policy Documents | | | | |

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| | Connected Byron | Smart Byron | M&P | Sustainable Byron |
|--------------------|--------------------|-------------|-----|----------------------|
| Planning Studies | | | | |
| Byron Brand | ✓ | | | |
| Climate Mitigation | ✓ | ✓ | ✓ | ✓ |
| Asset management | | | | |
| Resilient | | | | |
| Future Proof | ✓ | ✓ | ✓ | ✓ |

8. Transport Options

8.1. Active Transport

According to ABS data, the active transport mode share for going to work is 9% in the Shire. The supply of cycling facilities in the Byron area is limited, while cycling is permitted on the M1 Motorway, this is dangerous with heavy vehicles and other private vehicles travelling at high speeds. On a local level, only sections of major centres have any form of cycle paths. Given the distance between the centres in Byron Shire, travelling by active transport is challenging, through there are some connections that are easily covered by a cycle, especially with more e-bikes becoming common. Safety and access however remain significant barriers to inter town or hinterland cycling.

Council has adopted Bike and PAMP plans and is expanding active networks in line with the priorities set out in the plans. One significant example is the Byron Bay to Suffolk Park cycleway, while planning is underway for a cycleway between Mullumbimby and Brunswick Heads. Further expansion of active links in and around towns will prioritise safety, access and connectivity to shared and public transport options.

In the Northern Rivers Regional Transport Plan, there has been provisions to support the introduction of new cycle facilities, which includes converting disused rail tracks into cycle trails for the region. In Byron Shire, Council has adopted a multi-use strategy for both active and shared movement.

8.2. Cars

For a range of reasons, people are very much reliant on cars for mobility in Byron Shire - almost nine in ten residents drive a car to work and three-quarters of tourists self-drive. Local residents are owning more private vehicles, with growing numbers of two or three-car households and fewer households with no vehicles.

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Some roads (particularly in and around townships) become congested at peak times on weekday mornings and afternoons, as well as during tourist periods including weekends, holidays and large events. Higher traffic volumes cause increases, or greater variability, in travel times. For example, a trip on Ewingsdale Road might take 10 minutes on one day, but 20 minutes on the next. Cars require large amounts of usually public areas to be used for parking and this adds to the demand for infrastructure as well as detracting from people focused town centres.

In some locations, notably the M1 interchange at Ewingsdale, infrastructure is unable to meet current demands with little prospect that upgrades will do little other than induce greater car numbers and or shift the burden on to other parts of the network such as on Ewingsdale Road. The substantial financial, social and environmental costs of business-as-usual demand alternatives be considered that can slow the growth in car numbers and help generate a mode shift to active and shared movement.

Cars are considered essential by most residents for many reasons that are unlikely to substantially change in the near term. However reduced car use may be more likely among certain cohorts where convenience or a set arrival time is less important such as tourist visitors where the experience is key. Others may be induced to shift some or all trips to active or shared movement where convenient, regular and connected services exist. In particular, shorter trips in and around town and village centres can be avoided with safe connected infrastructure that encourages active movement. A strategy to reduce car use needs to address the following:

- Well-connected active links connected to public and shared transport options in and around town centres.
- Prioritise active and public/share infrastructure for access to town centres.
- Improve pedestrian access to ensure safety and connectivity.
- Improved public transport between town centres and hinterland villages.
- Parking management that includes park and ride, peripheral parking and staggered pricing mechanisms that reflect the true cost of parking in the town centre.
- Improving safety and access for all road users on hinterland roads.

9. Sustainability

Byron Shire enjoys many beautiful natural features, including its beaches, waterways, bushland and forests. The community is very conscious of protecting and conserving this natural beauty. Ensuring the conservation of these features goes beyond physical maintenance, and strategies for behaviour change, innovation and sustainable initiatives should be encouraged to ensure the natural beauty of Byron Shire can be enjoyed by the community in years to come.

Weather events impacting the transport network affect connectivity and can have significant social and economic costs for regional communities and businesses.

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Regional and remote areas face significant resilience challenges. Increased resilience in the transport system will improve access and reduce isolation for communities affected by severe weather events and avoid service disruptions and associated negative impacts on business costs and the regional economy.

In 2018, Council declared a state of climate emergency. Road transport accounts for 30 per cent of the Byron Shire community's greenhouse gas emissions. Switching to more sustainable ways of travel can go some way to protecting and preserving the precious environment.

10. Community needs, expectations and aspirations

In this section, we look at community needs, expectations and aspirations identified through engagement and consultation to guide the importance of emerging issues and assist in the identification of strategic directions and actions.

10.1. Community Strategic Plan

The Community Strategic Plan is developed with the Community and is Council's guiding document for the delivery of infrastructure and services. The first priority listed is:

- 1.1 Provide a road network which is safe, accessible and maintained to an acceptable level of service

While this objective can ensure key safety, access and levels of service principles are considered, there are a number of countervailing constraints that can limit the potential to achieve the goal such as:

- Funding guidelines for NSW and Federal agencies that do not align with or only partly align with the safety and access priorities determined by the community.
- Limited financial resources of Council.
- Inconsistent or conflicting Council Policy.

One approach to access is to ensure there are safe alternatives for those that do not drive, as reflected in priority 1.3:

- 1.3 Support, through partnership, a network of integrated sustainable transport options

It could be argued that an integrated sustainable transport network is a higher order strategic priority as it can encompass the objective of a safe and accessible road network as part of broader connected transport options. As such, it may be possible to better overcome constraints such as limited financial resources by investing in infrastructure that shifts movement demand off road or away from car movement. By scaling back growth in demand, it may be possible to better manage the delivery timeframes for road network upgrades that are financially more sustainable and help

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to overcome the ‘infrastructure backlog’. A result of doing so would be to meet community expectations for improved active and public transport as well as supporting efforts to reduce carbon emissions. Perhaps of greatest importance is that it can ensure that human movement options are maximised.

It is worth noting that a strategic approach to achieving this goal can incorporate additional or expanded funding streams such as paid parking revenue. There is also scope to better align forward planning with the priorities reflected in the Community Survey.

10.2. Community Survey

Each year Council conducts a community survey as part of the Community Strategic Plan process. There is clear evidence of a mismatch between expectations and satisfaction of community priorities regarding transport. Most notably on local roads and public transport.

In the context of limited resources, the maintenance of local roads often suffers due to the demand for upgrades and maintenance of higher order roads to deal with the pressures of growth and tourism. This can be exacerbated following natural disasters such as floods. There appears to be an opportunity to improve levels of service for local roads as a benefit of a more financially sustainable strategy to reduce growth in demand for access by car in key movement corridors as described above.

Another feature is the importance of cycleways and walkways that is higher in Byron Shire compared to other communities. A shift towards a sustainable and connected movement network would align with this expectation.

Although ‘public transport’, perhaps better described as shared transport, has traditionally been seen not to be a responsibility of local government, the fact that the issue is consistently raised by the community reflects the high importance placed on access to safe sustainable transport. This should not be surprising given the potential that shared transport has to overcome restricted movement options that limit access to essential services. Experience suggests that Council could achieve more by taking a more active leadership role in developing a network of sustainable transport options.

10.3. Community Solutions Panel

To help Council overcome some of the dilemmas associated with meeting community expectations, understanding priorities, an infrastructure backlog and limited funding, community representatives were asked through a deliberative democracy process to provide guidance on the following key question.

“What infrastructure spending should we prioritise and how should we fund these priorities if the rates alone are not enough?”

The panel were provided with extensive information and full access to senior staff to seek clarification and information. While the panel considered the question for all types of infrastructure, not just transport, their conclusions provide excellent guidance on transport issues from a well-informed community.

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‘The panel came up with a set of considerations, values, a decision-making framework and infrastructure categories weighted by values to inform Council’s priorities. The panel also outlined potential revenue options and how the community should continue to be involved in Council activities and decisions.’ (Delivery Program 17-21/Operational Plan 20/21, page 9).

The panel identified the following key considerations during their deliberations on the question.

- We aim to be proactive, not reactive.
- We recognise there are different needs in different places.
- We support investing in renewal when it is practical and necessary to do so.
- We encourage, support and facilitate shared ownership of community issues.
- We recognise that the development of transport alternatives to cars is essential.
- We support investment into infrastructure that generates a return.
- We endorse innovative approaches and efficiency in processes.
- We require organisational and individual responsibility, accountability, and transparency.

The panel also identified the following key values:

- Safety
- Community wellbeing
- Connectivity - Infrastructure functions to promote intra-shire access for pedestrians, cyclists and users of all vehicles.
- Equity
- Environmental consciousness
- Excellence in design

The panel also developed a decision-making framework for Council to follow when planning infrastructure where ‘risk and safety are the first priority across all infrastructure types’. Other principles included a requirement that when making choices, decisions ‘are reflective of the [panel’s] vision and values’ and that they are considered ‘in terms of long-term planning and cost efficiency’.

When weighting transport infrastructure categories to the identified values, ‘safety’ and ‘connectivity’ were considered the top two values for each of the following.

- Rural roads

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- Urban roads
- Footpaths and cycleways
- Bridges and footbridges

The only exception was for bus shelters where safety and excellence in design were the top two values.

When ranking categories by importance, the five transport categories accounted for half of all rankings. When urban stormwater and rural drainage are included, both considered important in the management and maintenance of movement infrastructure, the total importance went up to 69 percent.

11. Movement Patterns in the Shire

This section presents a snapshot of movement patterns, needs, emerging issues and historical influences for each of the main population centres in the Shire.

11.1. A Shire on the Move

Byron Shire is famous for its culture, beaches creativity, sustainability and a relaxed lifestyle. Beautiful natural surroundings, friendly and accepting people and an alternative community consciousness make Byron Shire unique. Byron's residents are diverse and colourful including surfers, professionals, farmers and those committed to alternative lifestyles and philosophies

Byron Shire has changed from an agricultural area to a region that attracts innovators, entrepreneurs and big city sea and tree changers. Tourism is a key industry within the Byron Shire economy – in 2016/2017 Tourism and Hospitality generated 23% of Byron Shire's jobs (3,506 jobs) and 14.1% of output/sales (\$463M) in 2016/2017. More than 2 million tourists visit the Shire every year. As a sector it is Byron Shire's largest employer.

11.2. Moving In Our Communities

Each town and village in Byron Shire has their own unique character offerings, which collectively contribute to the culture of Byron Shire. Towns and villages are where, in 2016, 72% of the Shire's residents live. Each making an important contribution to the diverse character of Byron Shire and offering an attractive range of lifestyle options.

Hinterland communities are equally diverse with clustered settlement in coastal, lush valley, misty mountain and bucolic farmland settings. Each locale has a particular focus, anything from a school, landcare group or art collective. Agriculture remains important, has diversified with a strong focus on local supply of fresh produce and expanded into food manufacturing. Small scale tourism is expanding, sometimes in conjunction with operating farms. There are also rural villages where residents benefit from the additional services that closer living brings, such as parks, community halls, cafes, restaurants and shops.

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11.3. Commuting to work

It is difficult to separate out commuting data. The ABS Census data records ‘travel to work’, however a broader understanding of commuters would include students and other regular travellers moving during peak times. In general terms ABS data indicates that:

- 23% of Byron Shire workers live outside the Shire,
- 77% of Byron Shire workers live inside the Shire,
- 74% of workers live and work in the Shire, and
- 26% of workers work in the Shire but live outside the Shire.

Understanding the data around these cohorts and separating workers from others, such as, tourist visitors is important to be able to identify particular barriers that may inhibit a shift towards active, shared and public movement options. It is also the case that different strategies and approaches may be required to influence these different groups.

Specifically, the following questions require better answers.

- Where are the movements during the peaks?
- What are the main ‘commuter’ trips drivers?
- What are the travel needs of commuters and what actions are required to better meet these needs as they are relevant to Moving Byron goals?

11.4. Visitor movements

Byron is a popular tourist spot both domestically and internationally, it is home to various festivals attracting thousands of visitors a day. It is already an established centre for musical, artistic, and other surfing events for visitors across the globe. Domestically, the wider Northern Rivers region is identified as the most popular regional NSW attraction. Council has forecast the number of annual visitor nights to increase by 1.6 million from 2017 to 2027.

Peak visitation to Byron is a seasonal affair as the main attractions are the summertime beaches and major festivals, where 5 per cent of all visitors in the region to attend an event. The biggest events are “Splendour in the Grass” and “Bluesfest” which both are estimated at over 100,000 visitors over the course of the festivals²⁴. Smaller events also scatter across the year, where the Council estimates at least a few thousand on average. More examples can be seen in **Table 4.4**.

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Table 4.4: Examples of Main Festivals and Events in Byron Shire in 2018

| Category | Event | Estimated no of attendees (counting over event days) | Closest station |
|------------------------------|-------------------------------------|--|----------------------------|
| Music Festivals | Splendour in the Grass | 105,000 | Yelgun |
| | Falls Festival | 60,000 | Yelgun |
| | Bluesfest | 100,000 | Tyagarah |
| | Mullum Music Festival | 9,000 | Mullumbimby |
| Sport Events | Byron Bay Surf Festival | 10,000 | Byron Bay |
| | Byron Bay Tri & Multisport Festival | 2,000 | Byron Bay |
| Other Cultural Events | Sample Food Festival | 17,000 | Bangalow |
| | Byron Writers Festival | 12,000 | Byron Bay |
| | Soul St NYE | 15,000 | Mullumbimby |
| | Schoolies | 10,000 | Byron Bay |
| | Byron Bay Japan Festival | 5,000 | Byron Bay |
| | Byron Bay Spirit Festival | 4,500 | Cavanbah Centre / Elements |

The large influx of visitors bolsters the local hospitality and other tourism associated business; however, it does create a sudden demand for essential infrastructures that far surpasses what is considered business as usual.

Over 12 million people visit the North Coast annually and the region will remain a major tourism destination, particularly given greater access from an upgraded Gold Coast Airport, however, it is recognised that tourism can both benefit and increase pressure on the environment and smaller communities.

Gold Coast Airport passengers are expected to increase from approximately 6 million in 2016 to approximately 16 million in 2036, an increase of 167%. This will place more pressure on towns and key tourist destinations such as Tweed Heads, Ballina, Byron Bay, Coffs Harbour and Port Macquarie.

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Most international tourists come from the Gold Coast Airport, while Ballina Byron Airport plays an important role as a domestic tourism gateway. The continued growth of the Gold Coast Airports likely to contribute to the need for better cross border transport services.

Further, most visitors to Byron Shire come by car and all by road no matter the mode, which is a significant contributor to congestion in Byron Bay and elsewhere in the Shire.

11.5. Intra-Regional Trips

Local towns and centres are attractions for travel movements within Byron Shire. Typically, these are accessed by car, and this is also the case for visitors and for trips to and from regional centres.

The main regional destinations are Tweed Heads, Lismore and Ballina, as they are the largest centres in the area with a comprehensive range of essential services and employment.

1. Lismore is a regional city and the focal point of inland journeys. It is also the gateway to the west. It has a concentration of government services, University, TAFE, education precinct, health precinct with two hospitals and airport. It is also home to new housing and employment developments.
2. Tweed Heads is the most populated urban area on the NSW side, situated right at the Queensland border. Any coastal movements between the states typically go through Tweed Heads.
3. Ballina is a coastal centre south of Byron Bay located at the mouth of the Richmond River Valley, it is a regional significant area as it has a hospital, major retail, airport and port. As a coastal area, Ballina is experiencing strong growth and can be expected to have a major influence on travel patterns into the future.

Further north is the Gold Coast airport, which is a main attraction for either passengers or workers. It is the closest international airport for Byron Shire. The airport facilitates a sizeable number of passengers, and support more than ten times the amount of air traffic of Ballina airport, in 2018, 7% of all international visitors to Byron entered Australia from Gold Coast Airport.

11.6. Non work trips

Non work trips are a significant proportion of all trips, yet this data is not collected by the ABS Census data is therefore often absent from movement and infrastructure studies. Sustain Northern Rivers undertook a survey that fills in some of the gaps. Some key takeouts are cited here.

Many non-work trips occur every day across Byron Shire and the wider Northern Rivers region for a variety of purposes. While being able to choose multiple options for their reason for making their most regular non-work trip, the primary reason identified for regular trips was for shopping (72%), with other main travel motivations

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being personal reasons (38%), visiting family or friends (34%), health appointments (33%), social cultural events (32%) and recreation (30%).

For regular trips other than for work, the dependency of the region's residents on cars is clear, with almost 70% driving, with bus the most common form of public transport used (9%). It was found that Byron Shire residents also hitchhiked (10%) and cycled (12%) more than walking (6%), and no Byron respondents reported using taxis, community, or youth transport. It was also found that car drivers were more likely to be employed, earning a relatively good wage and were middle aged, while public transport users were more likely to be pensioners, earned a lower income and were either under 18 or over 65.

There is a need to better understand the full range of drivers for non work trips and to identify various cohorts and the factors that could influence their choice of sustainable transport.

12. Key Transport Projects

This section reviews a number of current and emerging projects that align with Moving Byron goals and which are critical components of the Strategy.

- Masterplans
- PAMP and Bike Plan
- Paid Parking
- Solar Train
- Activation of the Rail Corridor - Multi-Use Rail Corridor Study (MURC)
- Popcar - Shared Transport Trial
- Byron Bay Transport Interchange
- Byron Bay Town Centre Bypass

12.1. Master Plans

Guiding documents such as the Byron Bay Town Centre Masterplan, Our Mullumbimby Masterplan and the Bangalow Village Plan seek to reprioritise cars and promote more pedestrian friendly spaces within the town centres. An opportunity exists to build upon these directions.

12.2. Livable places for people – an emerging direction

Council has been working on several 'place plans' which have been created in partnership with the community for Byron Bay, Mullumbimby and Bangalow. At the heart of the place plans are principles that create more livable places for people. These place plans are long term visions that will drive quality outcomes for people, public spaces and the environment. The place plans work in conjunction with other

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key strategies to realise places, spaces and pathways that support vibrant, safe and connected communities. A strategic, place-based approach will ensure that places across the Shire recognise and support the local community and support diverse needs, interests and lifestyle options which enable residents to develop a strong sense of belonging.

These place plans are supported by the Byron Shire Pedestrian Access and Mobility Plan 2019 and the Byron Shire Bike Plan that identify and prioritise pedestrian and cycling projects across the Shire. The Byron Bay Bypass is another example to reduce the number of cars in central Byron Bay and prioritise pedestrians in the town centre.

12.3. Pedestrian Access and Mobility Plan (PAMP) & Bike Plan

The 10-year Pedestrian Access and Mobility Plan (PAMP) for Byron Shire was adopted in 2019. The aim of the PAMP is to look at existing footpath networks and identify and prioritise proposed future walk and roll networks that will improve access, mobility, safety and connectedness for the whole community.

Over the years, Council has taken steps to develop its cycle network and encourage increases in the uptake of cycling across the Shire. Central to this was the development and adoption of the Byron Shire Bike Strategy and Action Plan in 2008. This document confirmed Council's commitment to cycling and outlined strategies and actions to increase cycling in Byron Shire. The new and updated 2019 Bike Plan considers cycling within the existing larger settlements of Mullumbimby, Byron Bay, Suffolk Park, Bangalow, Ocean Shores, Brunswick Heads, within smaller villages and in rural locations and between key settlements. It will help provide a coordinated and strategic approach to the delivery of cycling infrastructure and promotional programs in Byron Shire for the benefit of the community. Collaboration and partnerships between the community, state and local governments, developers and other stakeholders will also be critical to ensure the Bike Plan is representative of community needs and aspirations and supports the continual improvement of Byron Shire.

There is a great opportunity to build upon both the PAMP and Bike Plan to improve walking and cycling across the Shire. In particular, prioritise works that promote connectivity with public and shared movement options.

12.4. Introduction of Paid Parking

The introduction of paid parking to Byron Bay has improved the turnover of available parking spaces reducing excessive vehicle circulation. The contribution to Council's finances is significant with revenue from paid parking contributing to the development of Masterplan projects and other infrastructure. In conjunction with the Solar Train and expanded bike network, paid parking is helping to encourage reduced car use in favour of active movement options.

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12.5. The Solar Train

The Byron Bay Railroad Company has restored a 1949 heritage train, repaired three kilometres of railway line and a bridge and reinvigorated a section of the Casino to Murwillumbah rail corridor to provide a heritage rail service linking the Byron Town Centre with the North Beach precinct and the Byron Arts and Industry Estate with a journey taking 10 minutes each way.

The train operates on energy from the sun, which is a world first. The Byron Bay Railroad Company was awarded the 2018 Rail Sustainability award at the Australasian Rail Association Awards in recognition of the work done to re-use infrastructure and rolling stock and to bring to life the world's first solar-powered conventional train. The train has capacity for 92 seated passengers, additional standing passengers and luggage room for bikes, prams and surfboards, carried free of charge. The Solar Train also allows for a Rail Trail within the rail corridor and clear of the operating rail line as the corridor is typically 40 metres wide.



Figure 4.7: Belongil Creek Railway Bridge after restoration by Byron Bay Railway Company

12.6. Activating the Rail Corridor- Multi-Use Rail Corridor Study (MURC)

In view of the history of the corridor, community concern and a push to optimise existing infrastructure and the opportunity for re-use and sustainable growth in the future, Byron Shire Council commissioned a Multi-Use Rail Corridor (MURC) Feasibility Study in 2019 to support multiple and integrated commuter, tourism and active transport uses of the rail corridor. The MURC Study looked at different transport options within the corridor, including:

- Very Light Rail (VLR): axle loads equal to or under ten tonnes
- Hi-Rail passenger vehicles and/or pedal cars

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- Cycle track (rail trail, simple construction)
- Multi use cycle track which allows for usage for motorised mobility aids, Segways and the like.

The analysis indicated that the Hi-Rail option with active transport and travel behavior change incentives was the preferred option.

Following the MURC Study in 2019, Council is pursuing opportunities to enable the activation of the Byron Shire Rail Corridor as a “Rail with Trail”. The MURC has the potential to be a key tourism and economic driver providing alternative transport options via a rail-based service with integrated walking and cycling infrastructure. Connecting the Shire’s towns and key localities via an activated multi-modal corridor will disperse tourism and economic benefits more widely throughout the region whilst lessening the impact on roads and parking.

12.7. Popcar Car Share Trial

In 2018 Council resolved to trial a 12-month car sharing pilot program in Byron Shire. Popcar was selected as the most suitable operator for the pilot and launched on 5 June 2019, providing 8 cars in Byron Bay and 2 in Mullumbimby.

During the 12-month pilot, the share cars were used over 500 times with bookings totaling 6,000 hours. Usage has been steadily growing over the 12 months with a slight reduction in the final months likely due to COVID-19. Over 200 members from Byron Shire have subscribed to the service.

Council also received an award from Local Government NSW for cultural change innovation and excellence for being the first regional council to introduce a car sharing program.

The inclusion of the share cars in Byron Shire provides an alternative transport option for the community, can help to reduce the need for private car ownership and when coupled with other mechanisms, facilitate the people first, cars second vision of the Byron Town Centre Master Plan.



Figure 4.8 Popcars in Mullumbimby

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12.8. Byron Bay Transport Interchange

In conjunction with the Byron Bay Bypass, a new bus interchange opens in May 2021 as part of the Transport Access Program by Transport for NSW to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure where it is needed most. The aim of the TAP is to provide commuters with an integrated transport system where customers are able to change from one mode of transport to another with ease.

The bus interchange is located on Butler Street, adjacent to the rail corridor. It involves the construction of a covered canopy area to accommodate up to three buses/coaches at a time, public amenities and kiss and ride facilities. This ties in with the bypass and removes many buses, vans and coaches from Jonson Street, making it a more pleasant environment for pedestrians, shoppers and outdoor dining.

There is however a need to review and distinguish 'town' bus services from inter town and regional services, with the former to be given continued access to Jonson Street to ensure that public transport can be as convenient as car use for main street access. A further benefit is that bus access of town centres reduces circulation of traffic and demand for parking.

12.9. Byron Town By-pass

The Byron Bay Bypass opened in May 2021. As the existing road network within Byron Bay has little to no spare capacity and is restricted by the rail line, which runs parallel to Jonson Street, all through traffic was previously forced to travel via the Byron Bay town centre over the rail crossing on Lawson Street. Pressure on Lawson and Jonson Streets has eased and helped reduce the conflicts with heavy pedestrian use. Key benefits:

- Improved traffic movement on the road network within Byron Bay particularly at the Lawson and Jonson Street roundabouts.
- Support future growth associated with predicted land use changes in the Byron Shire.
- Maximise road safety benefits by improving pedestrian connectivity and reducing conflicts in the town centre.
- Enhance in-town amenity.

There is an opportunity to build upon the bypass to improve conditions within the Byron centre by Supporting the Town Centre Masterplan aims for improved active use, a people focus and reduced cars in the town centre.

Draft Moving Byron 2022 to 2042: Integrated Transport Strategy – Background Information
E2021/149218



Figure 4.9 Traffic in Byron Bay Town Centre

13. Sustainability (Assets)

As more than 2 million people a year work and visit Byron Shire, high car use deteriorates road surfaces. This quantum of travelers places a tremendous demand on the infrastructure and roads in Byron Shire.

The cost of maintaining and upgrading existing assets, as well as providing new infrastructure, is typically borne by Council and rate payers. This demand, combined with limited resources, means it is essential to have effective asset management plans to meet community expectations in the best way possible. It is also important to find other ways of providing improved infrastructure, including other revenue sources linked to tourism and government grants.

The Country Passenger Transport Infrastructure Grants Scheme is a state fund which subsidises support for the construction or upgrade of bus stop infrastructure (generally owned and maintained by local councils) across regional NSW, of which Byron Shire is eligible. Fixing Country Roads 2020 is also NSW state fund providing up to the \$150 million for roads, bridges, bridge and route load assessments; and Byron Shire Council is also one of 92 eligible local councils to apply for this fund.

Summary Report

01 January 2022 - 03 May 2022

Your Say Byron Shire

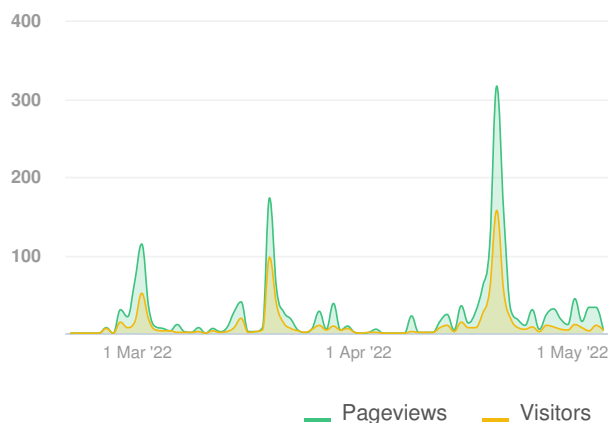
PROJECTS SELECTED: 1

Moving Byron

FULL LIST AT THE END OF THE REPORT



Visitors Summary



Highlights

| | | | |
|-------------------|-----|----------------------|-----|
| TOTAL VISITS | 863 | MAX VISITORS PER DAY | 157 |
| NEW REGISTRATIONS | 1 | ENGAGED VISITORS | 72 |
| | | INFORMED VISITORS | 273 |
| | | AWARE VISITORS | 768 |

Your Say Byron Shire : Summary Report for 01 January 2022 to 03 May 2022

PARTICIPANT SUMMARY

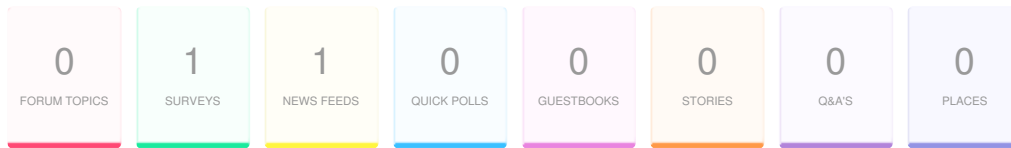
| | | | | | | |
|---|---------------------------------------|---|---|---|-----------|--|
| ENGAGED | 72 ENGAGED PARTICIPANTS | | | | 72 (9.4%) | |
| | Registered Unverified Anonymous | | | | | |
| | Contributed on Forums | 0 | 0 | 0 | | |
| | Participated in Surveys | 0 | 0 | 72 | | |
| | Contributed to Newsfeeds | 0 | 0 | 0 | | |
| | Participated in Quick Polls | 0 | 0 | 0 | | |
| | Posted on Guestbooks | 0 | 0 | 0 | | |
| | Contributed to Stories | 0 | 0 | 0 | | |
| | Asked Questions | 0 | 0 | 0 | | |
| | Placed Pins on Places | 0 | 0 | 0 | | |
| | Contributed to Ideas | 0 | 0 | 0 | | |
| * A single engaged participant can perform multiple actions | | | | * Calculated as a percentage of total visits to the Project | | |

| | | | | | | |
|--|---------------------------------|--|--|---|-------------|--|
| ENGAGED | 273 INFORMED PARTICIPANTS | | | | 273 (35.5%) | |
| | | | | Participants | | |
| | Viewed a video | | | 0 | | |
| | Viewed a photo | | | 0 | | |
| | Downloaded a document | | | 176 | | |
| | Visited the Key Dates page | | | 0 | | |
| | Visited an FAQ list Page | | | 0 | | |
| | Visited Instagram Page | | | 0 | | |
| | Visited Multiple Project Pages | | | 201 | | |
| | Contributed to a tool (engaged) | | | 72 | | |
| * A single informed participant can perform multiple actions | | | | * Calculated as a percentage of total visits to the Project | | |

| | | | | | | |
|--|---------------------------|--|--|--|-----|--|
| ENGAGED | 768 AWARE PARTICIPANTS | | | | 768 | |
| | | | | Participants | | |
| | Visited at least one Page | | | 768 | | |
| | | | | | | |
| | | | | | | |
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| | | | | | | |
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| | | | | | | |
| * Aware user could have also performed an Informed or Engaged Action | | | | * Total list of unique visitors to the project | | |

Your Say Byron Shire : Summary Report for 01 January 2022 to 03 May 2022

ENGAGEMENT TOOLS SUMMARY



| SURVEYS SUMMARY | |
|-----------------|--------------|
| 1 | Surveys |
| 72 | Contributors |
| 74 | Submissions |

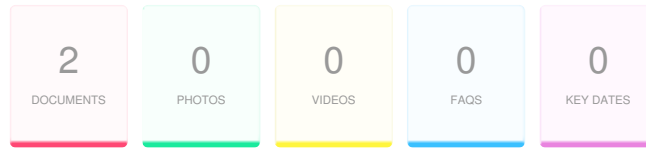
| TOP 3 SURVEYS BASED ON CONTRIBUTORS |
|---|
| <p>72</p> <p>Contributors to</p> <p>Provide your feedback</p> |

| NEWSFEEDS SUMMARY | |
|-------------------|----------|
| 1 | NewsFeed |
| 114 | Visits |
| 105 | Visitors |

| TOP 3 NEWSFEEDS BASED ON VISITORS |
|--|
| <p>105</p> <p>Visitors to</p> <p>A summary of the Strategy</p> |

Your Say Byron Shire : Summary Report for 01 January 2022 to 03 May 2022

INFORMATION WIDGET SUMMARY



| DOCUMENTS | TOP 3 DOCUMENTS BASED ON DOWNLOADS | |
|---------------|--|---|
| 2 Documents | 188 Downloads | 47 Downloads |
| 176 Visitors | Draft Moving Byron 2022 to 2042 - Integrated Transport Strategy - Parts 1 to 3 | Draft Moving Byron 2022 to 2042 - Integrated Transport Strategy – Part 4 Background |
| 235 Downloads | | |

Your Say Byron Shire : Summary Report for 01 January 2022 to 03 May 2022

TRAFFIC SOURCES OVERVIEW

| REFERRER URL | Visits |
|---------------------------|--------|
| m.facebook.com | 309 |
| lm.facebook.com | 160 |
| l.facebook.com | 109 |
| www.byron.nsw.gov.au | 29 |
| www.google.com | 15 |
| www.google.com.au | 5 |
| www.facebook.com | 3 |
| ethosinsite.azureedge.net | 2 |
| ventraip.email | 1 |
| android-app | 1 |
| mail.google.com | 1 |

Your Say Byron Shire : Summary Report for 01 January 2022 to 03 May 2022

SELECTED PROJECTS - FULL LIST

| PROJECT TITLE | AWARE | INFORMED | ENGAGED |
|---------------|-------|----------|---------|
| Moving Byron | 768 | 273 | 72 |

| | Survey Response |
|---|--|
| 1 | Does the strategy include enough consideration for The impact of EV in 2042 |
| 2 | <p>Fabulous to see cycling and walking is becoming a priority for helping to get cars off the road.</p> <p>Focusing on the rail corridor as a public transport option is not practical. Most people won't use it if it means getting to a station that is more than a kilometre away. Also, the movement of people between Bangalow and Billinugel is not huge. Nor is there a great need for people to travel between Byron and Mullumbimby. Any rail service established there- is likely to be private and therefore expensive. It will also take years, by which time we will have new methods of transport eg: self driving cars and buses. To expect that you could also have a rail trail beside the tracks is completely illogical. A lot of that land is flood prone and bridges and tunnels would have to be negotiated. You would need a six foot fence between the line and the trail. Where would the train run from if going from Byron? Sunrise - after the solar train finishes? Would people have to catch the solar train and then change at Sunrise? The owner of the existing solar train has no plans to extend it further. It does not make money and isn't well patronised.</p> <p>Perhaps consider "on demand buses" such as B-ConX operating out of Lismore. You have an app to call the bus. Comment from user below:</p> <p>Goonellabah resident Tony Lewis can't speak highly enough of the State Government's new on-demand bus service pilot program in the Goonellabah/Chilcotts Grass area, describing it as "life changing".</p> <p>The trial bus service, operated by Buslines Group and launched on March 18, can be booked by anyone to take them from wherever they are in the service area to places of interest or transport hubs to connect with route bus services and back again.</p> <p>I am disappointed that the new road works on the Bangalow Road towards Coopers Shoot Rd did not consider cyclists. It would have been a perfect opportunity to include a proper cycle lane. Many cyclists use that route to access the hinterland from Byron and it is extremely dangerous! (Until we have the rail trail!)</p> <p>Please move ahead with a stand alone rail trail asap and work with the other 3 councils who are already on board. Tweed section will be completed at the end of this year.</p> |
| 3 | Please stop holding up the rail trail. That trains will come back is a fantasy. No one is going to give you a billion dollars. The rail trail will be a wholesome economic transformation project for the region. Your delusion is holding this back and harming the future for many people. |
| 4 | I strongly oppose the plan for multi-use of the rail corridor. For safety and economic reasons, the rail corridor should be a rail trail used for cycling and walking. No motorised vehicles should travel along the old rail corridor. Public transport should be provided by bus. |
| 5 | I just think you should fund the Northern Rivers Rail Trail urgently. A train would be great too but will take way too long. Just get it done! I live off Rifle Range Road in Bangalow and it is absolutely ridiculous that you can't walk or ride a bike into town safely at the moment because there are no paths. Once the rail trail is built we will be able to walk or ride to town and school. Just do it asap and stop faffing about with trains!!! It will cost a fortune and take forever. |
| 6 | <p>The strategy appears good, except for the glaring inadequacy of our rail corridor to be able to accommodate anything other than a simple single track rail service OR a Rail Trail.</p> <p>Byron Shire MUST realise this fact, as it is otherwise going to perpetuate into even greater needless wasted time, pontificating over this fanciful multi-use dream.</p> <p>It is actually impossible to fit anything wider than what was designed in 1890, without physically widening the formation over floodplains, drainage infrastructure, bridges, tunnels or overpasses, cuttings and steep raised sections.</p> <p>To do this, would be at monumental cost and landscape devastation, whilst being unacceptably unsafe.</p> <p>Attempting to marry a railway service together with cyclists and pedestrians is only possible where the terrain allows. Our corridor terrain does NOT allow for this.</p> |
| 7 | <p>The elephant in the room for cyclists is the lack of connectivity to regional cycling routes. There is nothing (well at least nothing in plain language that I can understand) which talks about how Byron Shire will provide the missing link between the two segments of the NRRT.</p> <p>Byron Shire has adopted a delaying and spoiling tactic to the integrated development of the rail trail and this will be to the detriment of Byron ratepayers, visitors and the environment as a whole.</p> <p>The strategy should say "We will ensure a connection of the shared use path from Crabbes Creek, through the key locations of Byron Shire to Booyong". We will seek urgent funding for this initiative to minimize the delay before the entire NRRT route is available to residents of the region and visitors alike".</p> |
| 8 | Reactivating the rail corridor and providing a commuter service between bangalow and Mullumbimby is the best option, create "park and ride" facilities at bangalow and tyagarah so it can act to get a significant amount of traffic off the roads and allow tourists to travel within the shire sharing the wealth tourism brings to the area while also providing a reliable commuter service to locals. |
| 9 | I am a bit puzzled by the mention of using the rail corridor for re-establishing the railway. Aren't both ends of the existing railway corridor in Tweed and Lismore council areas already destined to become part of the rail trail cycle network? It wasn't clear in the parts 1-3 document anyway how this affects plans to propose multi-use for the corridor, and why TfNSW would be interested in investing in train based public transport along the corridor. |

| | |
|----|---|
| 10 | Overall it is thorough and makes sense. I note that it refers to an increase of cycling access.I speaking mostly about the town of Byron Bay. I feel this needs to go further. I see car free Sundays as a great idea, but cycling conditions need to be improved. At the moment it is still dangerous in may areas. The hinterland has some beautiful rides but the roads, with minimal to no shoulder, being narrow and add the normal need for repairs are too dangerous. Bangalow road is narrow and risky to cycle in the lanes, particularly with an increasing number of drivers multitasking (mobile phone use). This is an opportunity to be leaders (globally?) in the use of bikes, like some European cities. The town centre needs more bike and walking paths at the expense of parking and maybe some areas with no car access. Lawson & Jonson need to remain open, but some areas could be closed to cars.Parking must remain a cost to visitors.How is the increased flow from West Byron into town going to be managed?I know it is not our shire, but it impacts us - what can you do to improve the situation at Chinderah? It is unacceptable that the national highway is closed for days at a time.I may have misunderstood or missed something, but is the intention (and if not could it be considered) to have a large interchange/hub somewhere near the M1/Ewingsdale turn off for parking and then use trains, Bus and bikes? Same further along Ewingsdale Road? More buses and trains between towns in the shire makes sense. If people insist on driving could there be a toll for non-shire residents? Its probably too controversial, however it isn't unreasonable for a visitor to pay a few dollars to contribute to the costs of maintaining the town/s. For business people; it is tax deductible and they are here earning money. If they use the other modes (Bus, train) they will have a cost anyway. The alternative is to increase the cost of parking for visitors. As I said I think the plan is very good. Some other commentsThe plan involves lots more meetings, assessments, etc and even a roundtable (really?). How about outlining more physical changes and when they will be visible? Otherwise you will be leaving yourselves open to (more) criticism unfortunately. Another way to look at the table is in calendar form... 2023 planning, action; 2024 same..... so on. |
| 11 | I really like the strategy as has been presented in these documents. I find the plans regarding increased cycling infrastructure and the multi-use of the rail corridor to be particularly worth celebrating. A rail connection between towns will be an absolute game-changer for this Shire, providing a benefit for locals and tourists. The plan makes some prudent points on the strategic importance of the railway in reducing traffic congestion too. The intention to build a shared pathway alongside is also fabulous. I feel the multi-use project helps get the maximum potential out of the corridor, while also providing alternatives to car transport. With this Shire expected to host 3.8 million visitors annually by 2030, we sure will need it! The focus on bike infrastructure will also be great for connectivity within town. Overall, its a great plan and I'm very supportive of it. Keen to be riding the new and improved cycleways and utilising the much-needed rail services in the near future! |
| 12 | <p>The strategy does not align with the Tweed Shire Council Transport Strategy Document which is our main feeding route for over 3 million residents of South East Queensland.</p> <p>https://www.tweed.nsw.gov.au/files/assets/public/documents/council/council-meetings/archived/2012/eocm-nsw-long-term-transport-master-plan-attachment-1-public-transport-strategy.pdf</p> <p>The future rail system in the strategy favours a heavy rail following the M1 from Chinderah to Yelgun with train stations at all highway interchanges . This is the same construction technique as used by the the Gold Coast to Brisbane twin heavy rail railway system .</p> <p>Getting workers out of cars requires reasonably fast and regular transport options , the existing single track meandering Northern Rivers line does not achieve this .</p> <p>The future is regular electric buses picking up workers from almost their front doors (400m maximum walk from home to bus stop) and dropping at almost their final destination (again a maximum 400m walk) .</p> <p>The route and location of the old railway system requires workers to drive to railway stations and then catch a bus to their final destination, triple handling which keeps workers in cars .</p> <p>The Music Festival sites at Tyagarah and Yelgun- the distance from the possible railway station site to the actual music big top location is between 1.8 and 2.3km walk . Moving thousands of festival punters in short spans of time is not achieved by a single track train system on the old steam age alignment. As per Tweed Shire Transport Strategy it should be a twin track modern alignment that gets festival punters within 1km of the 'big top' music tents . I would suggest that all councillors actually walk from the nearest railway station location point to the fare box festival gate (not just the sites front boundary). Getting festival punters to walk more than 1km will keep them in their cars .</p> <p>Focus should be on multiple solar powered electric buses with bus lanes on congested routes like Ewingsdale Rd and Mullumbimby Rd .</p> |
| 13 | <p>The draft Strategy is deeply flawed in respect of the use of the former railway for transport. In particular the suggestion that traffic congestion can be on Ewingsdale Drive could be relieved is based on a weak and I would suggest false basis.</p> <p>I have discussed with ARCADIS the methodology used to compare the cost benefit of a very light shuttle rail and or a mixed use path on the corridor. ARCADIS' lead consultant Carol Teather advised benefits were derived from "city modal share" to allow a common basis for the two modes. ARCADIS' cautioned that a more appropriate methodology should be used for each use to derive their respective cost and benefits and that has not been done.</p> <p>The costing for the shuttle is also flawed as ARCADIS was not aware of the large number of bridges in poor condition. I am well aware having walked the Tyagarah McAukeys Lane with inter alia Mayor Lyon (please protect).</p> <p>The original independant transport consultant for the draft strategy dismissed the use of rail on the basis of high cost, proposing instead two regular shuttle bus services on an X axis between the main towns. No reason has been presented in Moving Byron for not following the qualified transport consultant's advice on the use of buses, or ARCADIS' advice on the need to for a cost benefit before planning for rail. .</p> <p>The strategy of using the corridor for rail will carry a large opportunity cost. The Tweed Shire rail trail contracting showed it is not feasible to use the corridor for a path beside the rail bed. Funding for any rail is unlikely in the foreseeable future, but a rail-based strategy will simply leave the corridor unused indefinitely effectively greatly diminishing the benefits to the Shire and the region of a completed rail trail. It is also inconsistent with the Priority A given to a corridor path in the PAMP.</p> <p>Other aspects of the strategy are OK, including the priority given to a corridor path from Bangalow.</p> |
| 14 | Please use the train and bike path DO NOT rip up track for a stupid bike path Byron Bay needs car park out of town and train taking people into town to get traffic off the roads please use common sense and use train track for train |
| 15 | Finally, a council that has the forward thinking of the future transport needs for the region. |

| | |
|----|--|
| 16 | Public transport must be a priority for Byron Shire. It is presently severely lacking in availability and inadequate in its scope. Use of an existing corridor, such as the rail line, is a sensible solution. Both rail and rail trail would be a welcome advancement in progressing the shire. It would benefit both the residents and the tourists in exploring region. |
| 17 | As a tourist from Sydney I struggle to visit the Byron area every time I come in 2022, 2020, 2018. The massive traffic jams once i was in a 7km and a 4km in and out of town. In the streets, paid parking is all a turn off for me. Traffic between Lismore to Byron is horrendous in peak hour...worse than Sydney i suggest.Byron Council needs to expand the rail services in the region to remove so many local cars. Tourists like me will stay away until there is less road traffic. |
| 18 | Please STOP the Elements tourist train It passes over 1600 beds twice a day With ONLY bout 2-5 passengers A bike track would be much better and affordable for all . Locals think the train is too exy In fact it's cheaper to transport a family by Uber / Taxi than pay \$5 ahead one way for under 3 kms |
| 19 | Reopen the Rail route as a normal operated railway line for Rail transport towards Murwillumbah and through Condong. Then further up north to beyond QLD, towards the Proposed Terminus Gold coast. Thus Rail transportation and also special route for the Gold Coast Flyer Proposal. Also for wooden sleepers to be replaced by either plastic concrete or moulded plastic sleepers. for the original line to have extra sidings or the whole thing duplicated with Double track. Heavy railway route reused by tourist trains as well as public rail transport as well. |
| 20 | Bringing rail back to the Northern Rivers is a no-brainer. The roads are congested, so it would mean less cars on the roads, therefore less pollution; it would provide a means of transport for those without licenses, including the elderly, the disabled and young people; it would bring in the tourist dollar and in times of emergencies, like the recent floods, provide some access to assist those in need. |
| 21 | Congratulations to Byron Council for showing leadership where other councils in the area , the State and Federal Governments have not. The proposals are excellent. In particular I strongly support the preservation of the rail corridor and the re-introduction of rail services, both in the coastal corridor and the Bruxner corridor. Having many family members in the Northern Rivers, the very poor public transport has been a major deterrent for my self and others to visit and travel in the area. |
| 22 | There needs to be an extension of the current Byron Bay Solar Train as well as the introduction of additional trains. Unfortunately the work at the station undertaken by council means trains will not be able to run through this area without significant work. Having a service between Mullumbimby and Bangalow via Byron Bay would mean an extension of tourism potential, and also give people more options around places to stay knowing they will have direct access to Byron Bay. |
| 23 | More trains |
| 24 | I demand that you dont have it as a cycle way he demands that you bring back trains. I demand nothing but trains and all push bike riders can go to hell |
| 25 | I totally support the re-opening of the existing railway line to provide local passenger, tourists and freight services. Traffic will not be reduced in Byron or on the many overloaded & dangerous regional roads, unless the railway is used. The railway will provide so many benefits such as, reducing passenger vehicle numbers on narrow congested roads, providing an alternative public transport vehicle for young people to live in less expensive ares but work in Byron, also transport for elderly, disabled and abled. |
| 26 | 1. The street from the main roundabout in byron to the beach hotel should be a walking mall. There is no reason the tourists need to share it with cars. 2. The old railway corridor should have a light rail AND bike tracks from byron to Bangalo to Lismore. This would support tourists as well as locals. It would provide transportation as well as a lovely day out for locals and tourists. There is no reason you can't have a light rail as well as bikes. 3. The corridor needs to be protected permanently for the future if we don't develop it now. |
| 27 | Clearly there needs to be well considered plans for the traffic and transport in and out and around Byron shire |
| 28 | I fully support thorough use and re-use of the existing rail network to provide transport locally and with connection to national railway corridors, especially to the Queensland network., for all the stated reasons and more. |

| | |
|----|---|
| 29 | A dual gauge rail line will allow frequent, all stations services from the Gold Coast, Queensland as well as weekly, or even daily, express services to Sydney. Trains from Sydney need not be all stops, but stopping only (from Casino) at Casino, Lismore, Byron Bay, Mullumbimby, Murwillumbah, Kingscliff and Tweed Heads. The train which currently terminates at Casino could instead be extended to the dual-gauge section of the rail line. I also support building a cycling and walking path along the route, as that's best for everyone |
| 30 | As the XPT and Xplorer fleet are on the verge of being replaced, now would be the perfect time to consider a dual-gauge rail line from Casino to the Tweed. Further, the Ballina branch could extend to Ballina airport and be served by a light rail, whilst the main line from Casino to Murwillumbah would be served by dual-gauge heavy rail to Sydney and to QLD |
| 31 | <p>I found the strategic plan to be thorough and very well drafted.</p> <p>If you want sustainable transport options, you will have to focus on good public transport and cycling options. It would be a good idea to have someone who has bicycle use, too on their agenda, when road works are planned. This person could ensure that bicycle use is always considered, and not just vehicles. A simple widening of Ewingsdale Road and an extension to the width of the bridge over Belongil Creek would allow safe crossing for cyclists. The existing cycle way along the S side of Ewingsdale Rd is inconvenient, too narrow, and too slow. It also ends badly once you get into town, with pedestrians blocking the narrow footpath.</p> <p>The abandoned railway from Casino to Murwillumbah was a big political mistake. It is a major transport infrastructure that already links all the major towns in the Northern Rivers, and does so in a smart way (level elevation) and is distinct from the road systems. The main N/S system (M1) leaves the community in a vulnerable position: a major incident will bring all N/S travel to a halt!</p> <p>It is well expected that visitor numbers (and vehicle numbers) will continue to increase with time. The (already) existing railway line will be an enormous help to reduce this traffic.</p> <p>To prove the value of rail commuter service, I recommend opening Mullumbimby to Byron, with a Station at Tyagarah to cater for Music Festival travellers. Once that is shown to be popular, the service could be extended to Billinudgel and Bangalow. I would also recommend the Heritage Society get involved and organise special travel (once a month?). This would encourage interest in the railway system and young people could be trained in numerous area of the railway. And of course there is the enormous added value of local employment.</p> <p>Rail service can cater for everyone: the elderly; people who cannot drive or do not own a car; those with mobility issues; and those with a disability.</p> <p>I would also like to remind the Council that the rail corridor belongs to the people of NSW, and that it travels through truly beautiful country side. And I am certain that all stops along the railway will be thrilled about the prospect of visitors, without their cars!</p> |
| 32 | <p>What waste of time this document is, it's utopian aims do nothing to help improving the big traffic issues byron bay and the shire faces.</p> <p>I suppose that's what u get when u put Basil "I hate cars and roads" in charge</p> <p>Where's a road being improved?? Perhaps a roundabout at Suffolk park??</p> <p>Extra freeway ramps at bangalow??</p> <p>Another exit off the freeway to come in to byron bay - to ease traffic coming in to byron bay - ewingsdale road is past it's operating limits</p> <p>All the talk about getting people out of cars - the council the does not even maintain the bike paths it has properly. Washed out, potholes, overgrown edges, tree roots (ewingsdale road and sunrise blvd bike paths)</p> <p>Hey Basil - upgrading rural roads to decent standards is not "creating rural speedways" as u harp on about, it's simply the dent thing to do, making roads safer for all!!</p> <p>It's such a shame that vile ideology has taken over and keeps putting all in the shire is more unforced traffic jams, more potholes, more bad roads, total lack of vision in urban planning, no proper allocation of funds to fix bottlenecks. It's a complete waste of the time.</p> |
| 33 | The notion that the old railway corridor reactivation will A Be funded by state or federally is pure folly B It can service at best Bangalow to Byron to Mullum C Where are the stats that show how many people would utilise for commuting or leisure D Who would run such a venture certainly not a cash strapped council who have not the funds now to cover the basics |

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| 34 | <p>Generally good direction. Things i see as missing / need further development:</p> <p>1) the active mobility focus is good but there is a lack of recognition of the fundamental shift that is occurring with electric bikes. Electric bikes are car replacements for short duration travel and needs more thinking in this regard. How to incentivise, how to allow for less interrupted electric bike travel, how to reduce risk (more off road or separated bike lanes needed) and increase bike priority / right of way at intersections. Electric bikes make journeys of <10km often only slightly slower than driving. Similar for other electric transport - scooters / skateboards etc - they are changing the transport landscape and need to be included in the plan.</p> <p>2) there needs to be a strong recognition that for emission reduction to meet 1.5 degree targets dramatically reducing private car use for short journeys is a fundamental required shift. The strategy needs to do everything to discourage private car use for example suffolk to Byron but federal to Byron is more difficult to resolve as +10km and on routes that are not well suited to other types of transport.</p> <p>3) there is considerable experience in European urban centres on the role of cargo bikes for 'last mile'; deliveries. This should be recognised - eg what is the role for cargo couriers / deliveries by ebike and how to incentivise - eg journey on a cargo bike reduces a truck travelling on urban roads through the town and instead can be picked up/dropped at depots and final delivery by cargo bike.</p> <p>4) the connectivity of bike networks is mentioned well. One specific example not mentioned is to connect suffolk park to broken head via the tea tree track and then over broken head reserve through to seven mile. A bike track behind the dunes from broken head to Lennox would provide amazing connectivity between the two LGA and would open eco tourism possibilities. Similarly while the rail trail is great a track running along the coast behind the dunes (similar to suffolk shared path) from Belongil to Brunswick Heads would have enormous tourism and leisure appeal and should be mentioned.</p> <p>5) the speed issues of cars not following 50km limits and need to expand 50km limits is mentioned. But i think more needs to be done to improve rider and pedestrian safety. There need to be more pedestrian crossings in Byron bay including the industrial estate and on Bangalow road. The traffic islands do not suffice. Traffic should have to stop to give pedestrians and riders priority and this will incentivise their use rather than exposing them to danger at these crossings.</p> <p>6) i did not see any mention of share cars? This is an important part of the transport equation. PopCar has been supported in the shire and is great but more parking sites are needed in areas eg Suffolk park and more options eg vans and small cars such as is available in Habitat should be done more widely as these services incentivise non car ownership for residents as they provide viable alternatives - ride bikes for short trips and take share car for longer journeys. This needs to be scaled up and perhaps more competition encouraged.</p> |
| 35 | <p>The idea of a Multi-modal corridor makes no sense, and seems to be more based on an ideological obsession with public transport than providing a functioning, diverse transport system. By far the best form of public transport is electric buses which have the potential to travel anywhere for multiple purposes. It is also doubtful that there exists the concentrations of population to make large-scale public transport viable, as in urban areas where there is an easily identifiable CBD and networks of dormitory suburbs. The best option by far is the conversion of the corridor to a walking/cycling trail, as has been recognised by surrounding LGAs. At least two of these shires have obtained funding and begun preliminary work. This corridor would serve many functions from commuting by standard and increasingly electric bikes, to tourist ventures attracting cyclists and walkers locally, from inter-state and internationally. It has the potential to become one of the great rail trails of the world. To miss this opportunity is very short-sighted. I urge the council to reconsider their priorities, abandon fanciful notions of multi-modal corridors, and back the rail trail project as surrounding LGAs have done.</p> |
| 36 | <p>A big priority for council should be the Northern Rivers Rail Trail. I live in the Rifle Range Rd area of Bangalow and there is no footpath into town along busy Lismore Rd, and a lot of families live in the area. Walking and riding bikes is healthier than driving or catching the train, and better for the environment. When the rail trail is built we will be able to walk into town and my son can walk or ride his bike to school. We could even ride electric bikes into Byron! These seem to be the future. I have put on weight since moving to the region because footpaths are inadequate, so you have to drive everywhere. I really think this should be a high priority for council.</p> |
| 37 | Need a rail trail |
| 38 | Can we please have some action on the Northern Rivers Rail Trail |
| 39 | <p>FANTASTIC- public transport will open up the way we live within our communities. Linking us through non car focused infrastructure is key towards building sustainable outcomes.</p> <p>Safer, cleaner, stronger movement between places.</p> |
| 40 | <p>Trains are not an essential link, and in any event, need to include adjoining councils if they are to be considered at all. Buses are available between the towns and get very little use. What is the point of considering bringing trains back when 1) there is no prospect of any funding and 2) the advent of electric vehicles negates any benefit of a train.</p> <p>It is disappointing that there is very little mention of a rail trail which would benefit many residents. Multi-use of the rail corridor has been discredited.</p> |
| 41 | <p>The existing rail line from Casino to Murwillumbah needs to be reinstated with trains to ease road congestion, reduce greenhouse gas emissions and provide a service for disabled and elderly travellers, families with lots of luggage and as a means of getting around during floods, fires and accidents that block the road. Not a bike track that only benefits able-bodied cyclists. Best outcome is to have the bike track alongside the rail line, but the priority is the rail line. It already exists, it's welded rails on steel sleepers, some bridges are already concrete. Timber trestles can be replaced by concrete culverts or pipes which are cheap and efficient. The Queensland rail mob are keen to create an interchange with the line and their south coast line, thus creating an almost seamless transition to go to the Gold Coast and Brisbane. With the area exploding with property development in residential and industrial, the rail line is needed more than ever.</p> |
| 42 | This is an excellent strategy, and should be used as the basis for engagement with surrounding councils to ensure that existing tracks are not torn up. Really well thought out. |
| 43 | Well i demand that trains come back along the line and remove all cars from the area and while we're at it kick all the homeless people out of the station area |

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| 44 | The strategy seems to cover all community points. My main priority is for better, more dependable public transport in the area. Fair enough to see local bus companies providing a shuttle for BluesFest but locals were left without a full service. There just isn't enough transport between our towns & villages. |
| 45 | Finally a good start and congratulations for Byron Council making plans for this strategy to take place and hopefully come to fruition. Making use of an already popular and successful rail option to link smaller towns, such as Mullumbimby and Bangalow, just makes perfect sense. The infrastructure is there and will require upgrades in certain locations. It would make such a difference and support both towns and create vital tourist opportunities between Mullum, Byron and eventually Bangalow. This would work well, not only for residents, who live outside or Byron and make the commute each day, but as a vital tourism link. There is much more bang for your buck than a single cycle track. Thank you council for taking on this challenge. |
| 46 | rail would be great to help get some cars off the road , from mullum or billi to Byron , and provide parking at Cavanbah centre . many people would like other transport options than car or bus , which can be late due traffic. rail from Byron to Yelgun , would also be great to get people to Bluesfest , and other events in North Byron parklands , using Cavanbah centre as a pick up / drop off point getting cars and buses off the already congested M1. .finish the cycle way where it comes out near council depot in bay shore drive byron bay , provide a connection to IGA shops , its pretty dangerous at the moment where it finisher @ cnr of bayshore and banksia drive |
| 47 | The highest priority should be re-opening the rail connection from Casino- Lismore- Eltham - Bangalow - Byron - Murwillumbah. This rail corridor is the key to the future prosperity of the region - in economic, social and environmental terms. The rail corridor should be used for passenger trains and freight - for the community first and foremost to access jobs, health and education. Re-opening the railway will build confidence across the region and provide reliable transport to the most vulnerable in the community. |
| 48 | As a passenger service, Rail will not pay the inspection and upkeep costs of the track unless it is carrying lots of freight to make it viable. Fare charging passenger rail will have to comply to all current rail standards for NSW. It will not be profitable to maintain these standards. Busses on roads are subsidised by all road users who pay fuel tax. You can get a bus to where you need to go. With rail you will still have to get to your final destination. These are some of the reasons that a lot of rural railway lines failed. Byron Shire Council need to be looking at smaller electric busses running more often and with more pick ups and destinations. |
| 49 | This is the best and most cost efficient way to move between suburbs for work and recreation. I'm always for the return of our rail systems. |
| 50 | As a child growing up in the byron shire, I have fond memories of catching the train from Mullumbimby to Byron. I agree the train service would be a more sustainable way of travel. As locals, we need more options of travel to help protect the environment and to reopen the train line between these two towns, would provide more choice for locals. Byron bay's traffic is only going to get worse with new developments. I think the train service would be a great option for locals to commute between byron and mullumbimby. Thank you |
| 51 | Many households in the Byron community support the Northern Rivers Rail Trail, yet you have ignored this. The Multi-Use Rail Corridor has been discredited yet you continue to refer to it as an essential link in any future transport system. You are ignoring the views of experts in this field and your ratepayers.The Tweed section of the rail trail has been jointly funded and will open on December 2022. The Richmond Valley section has been funded and will likely be constructed at the same time, or shortly afterwards. How can Byron Council not support this option when it's clear to so many other stakeholders that it opens up a new transport option for the area that we desperately need. |
| 52 | Please proceed forthwith to join Tweed and Lismore Shires in building the rail trail without retaining the old rail. There is no prospect for the rail to come back. There should be no delay in creating this magnificent asset for the region. |
| 53 | Good , go ahead full speed |
| 54 | The existing rail infrastructure from Casino to Murwillumbah should be utilized not removed for bicycle paths. In my opinion this is a retrograde step that will impede growth in the long run. It could be linked to the QLD line. It would be great for the Olympics. Lismore CBD could do with a boost to tourist numbers that a rail line to Byron could provide. More villages could be built along the line. All the people who don't have a car or cant drive would have an easy way to get around the region. Please reconsider keeping abd re opening the existing rail line. |
| 55 | Brilliant idea,restore services to Mullumbimby, relieve traffic on ewingsdale Rd, good for the environment, and while they at it,Byron to Bangalow, less traffic ob Bangalow Rd and Ross lane |
| 56 | Very keen to see rail for public use reinstated , it is the best choice , safe , and reliable . no more traffic on our roads please |

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| 57 | <p>Preliminary</p> <p>I am a resident of Byron Shire and have lived in Byron Bay for 28 years. Thank you for the opportunity to make the following comments on this document.</p> <p>1. The "Draft Moving Byron 2022 to 2042 Integrated Transport Strategy" including "5. Part 3 Action Plan" is not supported and should be scrapped. Regretably, the draft strategy is a nonsense document populated by motherhood statements, political assertions and non evidence based assumptions presented as credible action plans. I would recommend that future draft transport policy in Byron Shire be prepared in accordance with the nationally recognised "Australian Transport Assessment and Planning Guidelines" available at https://www.atap.gov.au/ . Use of these guidelins would assist Council in avoiding the more populist and non evidence based approach adopted in the draft now on exhibition.</p> <p>2. The structure of the draft Moving Byron strategy is incoherent and difficult to follow.</p> <p>3. There is a lack of clear and tangible goals, objectives, targets and KPIs</p> <p>4. There is no technically competent problem identification, assessment and priority setting. In this regard, there is insufficient data provided and no transport modeling presented (on either a Byron LGA or regional basis) to identify origin/destinations, current/proposed transport networks, current and predicted traffic/pedestrian volumes/bottlelenecks and problems.</p> <p>5. There is no sound options generation and assessment. The draft proceeds directly to supposed solutions, like activating trains on the existing rail corridor. There are no rigorous options assessments, or cost/benefit analysis justifying preferred solutions. There is no credible supporting technical assessment reports and implementation plans or reliable costings for preferred options</p> <p>6. The strategy's reliance on the Multi Use Rail Activation (MURC) report is misplaced. The MURC report is fundamentally flawed for a number of reasons:</p> <ul style="list-style-type: none">- The demand assessment for trains based on average capital city % population patronage on extensive rail networks is unrealistic for an isolated single section of train line in a Byron LGA, low density, regional/rural setting. <p>There is no mode share utility assessment including no generalised costing of travel options to calculate the likely mode share of the MURC recommended "train" service.</p> <ul style="list-style-type: none">- The proposed supply solution, being "hi-rail" is untested, and would have insufficient capacity to convey significant numbers of passengers on a single train line on the Ewingsdal/Byron Bay corridor.- the costing of capital works is not credible. There is also no on site truthed assessment of the condition of existing railway infrastructure and associated cost of repair/restoration.- There is no credible costing of ongoing operation and maintenance costs of such a service- There is no commitment from any level of government that they consider the MURC recommendations as credible.- Even in Australian capital cities, the fare box ratio (ratio of fares collected to operation and maintenance costs) of suburban rail services rarely exceeds 30%. The fare box ratio of a rail service on a Mullumbimby to Byron Bay train service is likely to be much less, leaving a massive requirement for perpetual government subsidy.- There are no signs of any commitment from any level of government that they are likely to support the ongoing financing of a train service. <p>6. The Moving Byron draft strategy ignores the potential of the Northern Rivers Rail Trail for delivering essential active transport infrastructure as well as demonstrated recreational, health and economic benefits. The rail trail can connect many towns and villages of Byron Shire as well as providing links to the rest of the Northern Rivers region. The other three LGAs along the abandoned Casino to Murwillumbah rail corridor have all embraced the rail trail and federal/state governments have already committed around \$30 m to the project.</p> <p>7. Multi use of the rail formation for both trains and pedestrian/cycle pathway is not technically feasible for much of the corridor or economically sustainable. Byron Shire's support for the "Multi use" concept is defacto opposition to provision of a rail trail.</p> <p>8. Byron Shire Council's opposition to the rail trail project, despite overwhelming support of the project from Tweed, Lismore and Richmond Valley Councils, and a significant portion of Byron Shire residents, is an appalling failure of local public policy. It is Byron Shire residents who will be paying the price for this policy failure.</p> |
| 58 | <p>The Strategy is not well developed and seems to have a strong focus on congestion at the M1 Interchange at Ewingsdale and linking trains to the M1 for park and ride. The Transport strategy does not provide data for the "ideas". It needs to be much broader thinking, and view opportunities that are present. I am not a traffic engineer but having read the strategy I can see clearly that, for example, "non-work" traffic does not even include parents driving their children to school. Every school day there are long queues of traffic associated with the High school, St Finbarrs, Primary school and Steiner school in McGettigans Lane. There needs to be incentives for parents to put their children on the school buses, rather than drive them to school and pick them up. This is a major cause of traffic congestion in Byron Bay. Second there needs to be recognition of the use of e-bikes as transport, and e-bike lanes need to be provided in hinterland; and also on the Rail Trail. Forget putting trains back on this track- not many people want to catch a train to Murwillumbah these days. If a train were to be in the shire it would need to run alongside the M1 to the GC Airport. The Shire needs to join with the other North Coast councils and embrace the Rail trail as a means of transport. Many people are happy to ride to work, and e-bikes provide this opportunity. Park and ride would not work for Byron Shire- people want to get to work asap- not park their car, then walk to a bus, then get off the bus and walk to work. In the city where there is adequate population it works but it will not work for Byron yet. Please do better research collecting data about transport and redo the strategy.</p> |

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| 59 | <p>The virtual total lack of public transport, especially on weekends, public holidays and at night, in such a fast growing area with millions of tourists every year is unbelievable!</p> <p>Rail services are so needed by so many people to cut down on climate change emissions and for connectivity within our whole region and ultimately with a need to connect with SE Qld. The elderly, the youth and disabled are very disadvantaged and many young people leave our region for other places with good rail and bus services.</p> <p>The Ewingsdale Road bank up of cars is a great reason why extending the Byron solar train service from Byron to Mullumbimby (possibly via a Tyagarah Station pick up point) is a no brainer! And that is a starting point to leading on to Billinudgel for the 7,000 people living at Ocean Shores and to on Yelgun with the Falls and Splendour Festivals who want rail services to support their policy of non-use of road vehicles to access their venue (I can supply you with a letter from them to that effect).</p> <p>In the other direction a rail service to Bangalow would be wonderful for so many people who would not have to face the traffic between there and Byron. Visitors to the Bangalow Market would most certainly utilise this service as well.</p> <p>I have spoken with many travellers who are amazed that we are not using our railway lines for shuttle services. In Europe and other places the rail is a crucial focus for travel and is also the safest (200 times safer than on the road) and the most comfortable way to travel for locals and tourists alike.</p> <p>Having a bike/walking track beside the railway line within the corridor or elsewhere is also needed, however not many people would commute this way nor travel great distances on a bike path (only 10% of people ride bikes), however 100% of people can travel on a train or light rail, in all weathers!</p> <p>Connecting our Northern Rivers region via rail again with regular rail services throughout the day and night, will be a game changer for the people (who can take a trip or commute in a train rather than drive), also for the environment and our local economies.</p> <p>The fact that three railway companies are registered in this region, the Byron Railroad Company, Northern Rivers Rail Ltd and the Northern Regional Railway Company, to bring services again to the Byron Shire and beyond, is a great incentive to look at this as the next important phase of 'Moving Byron 2022 - 2042' that will really make an enormous difference to our region's long term sustainability.</p> <p>These rail companies are willing to work together for the optimum outcome and are currently fundraising to fix the line and bring services back to Mullumbimby.</p> <p>Please support advocating for budget allocations and applications to state and federal governments so that this outcome can move forward more quickly.</p> <p>Together we can make this an inspiring model for other places in Australia and around the world, especially as it will be a no emission service, as extending the current solar train service (the first in the world) even creates more solar energy than it uses.</p> <p>For all those who desperately need rail services in a well timetabled form to suit all sectors of our community, we ask that you support this crucial initiative in your planning.</p> |
| 60 | We need a rail line for efficient travel without cars! There is so much traffic and it's only increasing. This is one way to go about it. Also many young people who can't rely on their parents to drive them around have to hitchhike because they have no enough options. |
| 61 | I live in Bangalow and commute to work in Byron by electric Bicycle. I use the roads but it feels so dangerous. Am desperately hoping for a rail trail so I can commute safely and encourage others to get out of their cars and also take advantage of the incredible range an electric bike offers. |
| 62 | I support the Northern Rail Trail and urge Byron Council to progress the creation of this regionally significant tourist attraction and active transport link. |
| 63 | I would like to see our rail corridoor remain intact and see services return in the future . This is very important to so many |
| 64 | I support Byron to Mullumbimby light rail so I can get home from work |
| 65 | <p>A thinly veiled pamphlet to continue to continue to try to justify trains. The public transport needs cases are there, but the report fails to provide any reasonable solution to the needs because the authors cannot see past the idea of a train service. We need a public transport system, but the answer does not involve a mini bus running between Mullumbimby and Byron Bay, occupying a multi use corridor that could actually service the needs of a public transport system.</p> <p>The concept of a shared corridor between Ewingsdale and Byron is good, but it should be to service the electric bus network to service our whole shire. A train along the old corridor will not service Brunswick at all. A train will not service the Ocean Shores/ New Brighton or Suffolk Par without an integrated bus service. Bus services can do all of that, and then can be faster than private transport if they use the corridor to avoid the traffic along Ewingsdale Road.</p> <p>The idea that busses and cars from all over the shire will converge on the park and ride site at Ewingsdale, get out and wait for a vehicle the size of a minibus to pick them up and take them to Byron in shifts is illogical. Did anyone with any logistics background review this document before they put it out to the public? The report is an embarrassment.</p> |
| 66 | Please bring back rail this is so important to get traffic off the roads particularly in Byron Shire |
| 67 | I really like the report. A good mix of transport modes. Preserving the railway line is really important too. In my view to remove the railway line would be the worst outcome. A huge waste of potential. If cycleways can go alongside though, then that would be top. |

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| 68 | <p>Byron Shire Council is to be commended for implementing Moving Byron 2022-2042 - integrated Transport Strategy.</p> <p>This is an exciting document and my comments only relate to the reactivation of the railway corridor.</p> <p>It is an asset created a long time ago, 128 years actually, to connect communities near and far. Rail transported people and goods between villages and the bigger towns. Rail brought visitors to the region. It can still do all that, using light rail vehicles powered by electricity, sourced from solar charged batteries or hydrogen gas produced locally to power fuel cells.</p> <p>This light rail operation meets all environmental requirements, it can travel quietly at speeds of up to 70 kilometres an hour, each car (carriage) can carry around 50 seated passengers and bicycles and goods such as larger parcels can be carried on a trailer at the rear of the unit. Light rail vehicles are accessible by people of all mobilities.</p> <p>Park and ride facilities are a key factor in reducing the impact of motor vehicles within the shire. Four areas have been identified which could integrate with a light rail service in the Byron Shire -</p> <p>The junction of Orana Rd and Coolamon Scenic Drive is about 80 metres from the rail line. This provides access to the light rail for residents of Ocean Shores and also Brunswick Heads, which is less than four kilometres away.</p> <p>Tyagarah will provide a major park and ride facility for people doing business in Byron Bay or Mullumbimby who are travelling in either direction on the M1.</p> <p>Byron Bay railway station will be the main light rail stop giving passengers easy access to the bus interchange.</p> <p>Red Devils sportsground is about 200 metres from the rail line and a park and ride here will help reduce the number of cars from the south (Ballina/Lennox/Broken Head) entering Byron town.</p> <p>Bangalow railway precinct between the station and the A&I Hall provides a good sized parking area to keep motor vehicles out of the main street to provide an easy ligtv rail commute into Byron Bay.</p> <p>Binna Burra allows local residents and those from Federal and Eureka and possibly Lismore to leave their car and travel to Byron.</p> <p>The rail corridor between Byron Bay and Bangalow is noted as a "shared corridor" for walking and cycling. This appears to be a rail trail by stealth.</p> <p>Byron Shire Council has conducted a feasibility study which shows that a shared use of the railway corridor for multiple users and uses is the preferred option. The line provides the north south/east west connection criteria, it is in place, it just has to be reactivated.</p> <p>I am more than happy to be contacted by a representative of Byron Shire Council to discuss my submission.</p> |
| 69 | <p>I fully support the Moving Byron plan. Of key importance is the focus on keeping and utilising the railway line.</p> <p>Hearing news of railway lines being pulled apart in the Tweed region reinforces how important the railway line is in this Shire. It must be kept. The potential for providing alternatives to traffic and a means to disperse the 2.2 annual tourists in a practical and attractive way is too important to ignore. Particularly with annual tourism expected to reach 3 million by 2030, it only makes sense to be keeping the door open for road transport alternatives such as rail services. The on-formation rail trail other Councils are pursuing welds this door shut. It is relieving to see that the Moving Byron plan acknowledges the importance of keeping the railway.</p> <p>Ideally, the solar train would be extended (or the creation of a similar service) to Mullumbimby and Billinudgel, and to Bangalow in the south. That would provide a transport option for locals away from the road, and provide a practical, all-weather and attractive means of dispersing the existing tourist market (something a bike trail alone could not do, in other words). It would also become an attraction within its own right.</p> <p>With an average speed of 80km/h, a train between Byron and Mullum (15km) would make the journey in about 11 minutes. I remember before it closed the speed was closer to 110km/h, which would mean Mullum to The Bay in around 8 minutes. A bit faster than by car, which usually takes 30 minutes!</p> <p>The use of the railway for rail services will have a transformative affect on the way locals and tourists move around the Shire. Moving Byron sees this, which is why it has my full support. The plan also acknowledges that this system may not happen immediately. I very much like the plan to run hi-rail based operations as an interim measure and a way of getting the track open, keeping it maintained, and also getting the tourist demographic involved.</p> <p>All in all, as a cyclist I am a big fan of the Moving Byron plan. As someone who sees the value and huge potential in an operating railway line, I am a big fan of the Moving Byron plan. Essentially, it's a great plan!</p> |

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| 70 | <p>I commend you on putting this integrated transport strategy together. I applaud the inclusion of safe walking and cycling as part of the strategy throughout the shire.</p> <p>I can see that the Ewingsdale road to Byron is still a major stumbling block and feel park and ride (either with buses, light rail or cycling options) appears to be an "ideal" solution. I am aware of the enormous costs of restoring the railway corridor for rail based transport, and the lack of interest from the State Government to fund such an option. However a free bus shuttle service/park and ride would still encourage users and would still drastically reduce the number of cars and passengers using this road. The success of this is in the promotion and efficiency. In addition, shuttle buses can transport park and riders more conveniently throughout Byron Bay, rather than only arriving on the outskirts, making it more user friendly and attractive to users. (Who wants to drag their shopping from Woolworths to the station?)</p> <p>If an option of rail based services becomes viable?? PLEASE ensure that the walking and cycling trail beside the rail is a high priority. I was very disappointed that the solar train did not provide that option when it was built. Byron provides an important link in the overall Northern Rivers Rail Trail and will bring a different visitor demographic to the region, who will happily travel around without a car.</p> |
| 71 | <p>ADDENDUM to original submission</p> <p>Local transport is a key issue in moving through the community. It is acknowledged that poor bus services, especially at nights, on weekends and on public holidays disadvantage many. It does nothing at all for tourism. Tourism is the lifeblood of Byron, for better or worse. There is little or no organised regular tourism services to get visitors around the shire to explore the villages and hamlets they would miss while attached to their holiday apartment. There is more to Byron than just the Bay and using light rail to get visitors out of town to connect with a minibus tour really does open up the region and spread the tourism dollar.</p> <p>A light rail vehicle can carry passengers and the goods they buy at local markets; light rail carries bicycles to meet up with bike tour guides who will take visitors on local tours for varying durations; and light rail will take tourists out of town for a pub lunch and a few craft beers, and get them back and off the roads. Bangalow to Newrybar and the Macadamia Castle, Mullumbimby via Main Arm to Billinudgel for a smart refreshment then back on the light rail to Byron. There are enormous possibilities that rail based tourism will offer Byron, and the infrastructure is already there. Of course it will work. The Byron "solar" train carried over 100,000 passengers in its first year of operation, and that was just a three kilometre ride. Let's open the place up with managed tourism initiatives for all to enjoy, participate and contribute.</p> <p>Original Submission</p> <p>Byron Shire Council is to be commended for implementing Moving Byron 2022-2042 - integrated Transport Strategy. This is an exciting document and my comments only relate to the reactivation of the railway corridor. It is an asset created a long time ago, 128 years actually, to connect communities near and far. Rail transported people and goods between villages and the bigger towns. Rail brought visitors to the region. It can still do all that, using light rail vehicles powered by electricity, sourced from solar charged batteries or hydrogen gas produced locally to power fuel cells.</p> <p>This light rail operation meets all environmental requirements, it can travel quietly at speeds of up to 70 kilometres an hour, each car (carriage) can carry around 50 seated passengers and bicycles and goods such as larger parcels can be carried on a trailer at the rear of the unit. Light rail vehicles are accessible by people of all mobilities. Park and ride facilities are a key factor in reducing the impact of motor vehicles within the shire. Four areas have been identified which could integrate with a light rail service in the Byron Shire - The junction of Orana Rd and Coolamon Scenic Drive is about 80 metres from the rail line. This provides access to the light rail for residents of Ocean Shores and also Brunswick Heads, which is less than four kilometres away. Tyagarah will provide a major park and ride facility for people doing business in Byron Bay or Mullumbimby who are travelling in either direction on the M1. Byron Bay railway station will be the main light rail stop giving passengers easy access to the bus interchange. Red Devils sportsground is about 200 metres from the rail line and a park and ride here will help reduce the number of cars from the south (Ballina/Lennox/Broken Head) entering Byron town. Bangalow railway precinct between the station and the A&I Hall provides a good sized parking area to keep motor vehicles out of the main street to provide an easy light rail commute into Byron Bay. Binna Burra allows local residents and those from Federal and Eureka and possibly towns through to Lismore to leave their car and travel to Byron.</p> <p>The rail corridor between Byron Bay and Bangalow is noted as a "shared corridor" for walking and cycling. Is this a rail trail by stealth? Byron Shire Council has conducted a feasibility study which shows that a shared use of the railway corridor for multiple users and uses is the preferred option. The line provides the north south/east west connection criteria, it is in place, it just has to be reactivated. I am more than happy to be contacted by a representative of Byron Shire Council to discuss my submission.</p> |

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| 72 | <p>Re: "There is a rail corridor that runs within both the Coastal and Bruxner movement corridors and links the town centres of Byron Bay, Mullumbimby and Bangalow, three key destinations in the Coastal Corridor. The corridor is largely unused with the exception of the Solar Train at West Byron.":</p> <p>Two Detailed Business Plans for the Murwillumbah-branch Railway</p> <p>There are now two recently developed and properly costed, highly complementary, Business Plans that require revival of the Casino-Murwillumbah Railway line. They represent economically and environmentally viable, and sustainable, long-term community transport solutions. They will both complement any off-formation "rail trail", in fact greatly assist the creation, maintenance and utilisation of a rail trail and access for cyclists. They'll facilitate:</p> <p>1. Extension of the existing, world's best practice, globally leading technology, Byron Solar Train:</p> <p>I. Stage 1, fully costed at \$9 million, is for Elements Station (Bayshore Drive, Sunrise) to Mullumbimby (also facilitating park'n'ride from Mullumbimby to Byron Bay)</p> <p>II. Stage 2, fully costed at \$8 million, is for Byron Bay Station to Bangalow Station</p> <p>III. Stage 3 is for Mullumbimby Station to Yelgun (North Byron Parklands major events venue - the proprietors support the return of a rail service. Also a new Station at Ocean Shores)</p> <p>IV. Stage 4 is for Bangalow Station to Lismore Station (see Business Plan 2. below)</p> <p>V. Stage 5 is for rehabilitation of the line and services to Murwillumbah/Condong; and</p> <p>VI. a logical Stage 6 extension to Banora Point (under NSW MoU with Qld the termination point of the final stage of the Gold Coast Light Rail) via Kingscliff (the \$725 million new Tweed Valley Hospital and medical precinct);</p> <p>One location in the NSW Northern Rivers region, Byron Bay, receives 2.4 million visitors per year. This has placed significant strain on the transport infrastructure in the town and for all Byron Shire communities. Regular commuting for work and schooling in particular presents a daily challenge which is exacerbated by visitor numbers on weekends, in peak holiday seasons and around cultural events. Daily commuter transport needs not only centre on Byron Bay but extend as far as Lismore and Tweed Heads, especially for secondary & tertiary education. Then there is the recently approved West Byron development which eventually will add up to 4,000 dwellings along the already congested main east-west thoroughfare to and from the town, Ewingsdale Road. (Noting that an elegant alternative could be offered to Ewingsdale residents with the resurrection of the former Quarry 'halt' station located at the end of Quarry Lane on the revived railway. Likewise for Tyagarah, Myocum, St Helena, Bangalow Industrial Estate, Binna Burra Booyong and Billinudgel etc.)</p> <p>There have been a series of oft-repeated assertions that the rail corridor doesn't link the current and future populations of the inner Nthn Rivers sub-region. The only map that has been provided to support this assertion depicts a simple line drawn between Lismore and Ballina then along the coastal strip north to Tweeds Heads. This line ignores all the diverse communities north and west of it and that the coastal strip is already generally infilled or otherwise comprises geography not suited to a railway corridor; estuaries, swamps, high tides and storm surges, ranges and headlands. Certainly the Local Environment Plans and Development Controls of the relevant LGAs, that other than for the hinterland east west axis in Lismore and Ballina LGAs, don't necessarily, and don't exclusively, support this general contention. <Ref map (Fig 19 p 53) and of Transport for NSW Casino to Murwillumbah Transport Study version 2.1 https://www.yoursaytweed.com.au/69419/widgets/339947/documents/205861 and https://www.planningportal.nsw.gov.au/spatialviewer/#/find-a-property/address>.</p> <p>Moreover, there are NSW Govt Master Urban and Regional Development Plans that are not constrained by current LEP zonings with instead an emphasis for the inner Northern Rivers on infill in the various hinterland valleys. Even under current LEPs there's Mooball in Tweed Shire LGA where 5,000 dwellings are mooted. Railway line connecting that locality to service centres both north to Murwillumbah and south to Mullumbimby and Byron Bay (and on to Lismore) is currently in the process of being ripped up.</p> <p>2. Intermodal Supply-Chain Logistics Freight operating from Lismore City (and potentially the M1 at Bangalow) via Casino to the Port of Brisbane, in the north, and to Coffs Harbour (and potentially Kempsey), in the south. This proposal also features:a. environmental sustainability (with Lismore having the potential to be a NSW, or even east coast, technical, engineering, service, manufacturing and training centre) featuring: \$ battery electric locomotives (e.g., Wabtec and/or Progress Rail), battery electric and hydrogen fuel cell electric (e.g., Anglo-American/Aurizon), virtual hybrid, 2 locomotive sets, and battery electric and existing diesel, virtual hybrid, 2 locomotive sets \$ battery electric road delivery vehicles (e.g., GM Brightdrop and/or Arrival Van) circulating to and from low footprint intermodal micro-hubs; and \$ ability to dramatically decrease daily, passenger and freight, fossil fuel powered road vehicle movements, particularly on the Bruxner Hwy (east & west of Lismore), the Summerland Way, Bangalow-Lismore Road and the M1 Pacific Motorwayb. world's best practice 'disruptor' cross-docked trans-shipping technology, which, amongst other things, readily facilitates pick-up and delivery of local produce/production. Apart from potentially immense benefits for local and regional economies, this also offers risk mitigation against the shortages experienced when stretched supply-chains are disrupted i.e., contributing to a Business Continuity Plan now seen as a basic requirement for communities, institutions, businesses, transport infrastructure (road, rail, sea and air) & all of governmentc. low 'footprint' technological simplicity with no requirement for centralised warehousing, cold stores and extensive rail sidings and road vehicle parking areas (typically all-up a minimum \$20 million – not necessary!) Delivery of this project will also provide the ability to: d. reinstate daily intra-state passenger services as far as Lismore Station i.e., the former daily Sydney-Murwillumbah XPT service which is currently terminating at Casinoe. attract increasingly popular up-market tourist rail services to stable in Lismore (where they currently otherwise lack a suitable stabling location in either Casino or Brisbane): \$ Journey Beyond Rail Expeditions' 'The Great Southern' (also operators of 'The Indian-Pacific', 'The Ghan' and 'The Overlander') \$ Vintage Rail Journeys' 'The Aurora Australis' ('The Southern Aurora' rolling stock) \$ Cruise Express' 'The Spirit of Progress'The operators of these services require train stabling, with appropriate rail technical/engineering and passenger supply services. The location must also though offer their passengers and crews accommodation of up to 350 bed-nights over up-to 5-7 days i.e., quite something for "rail trail" patronage to better!f. seamless connections for regional commuter/tourist trains offering multiple daily round-trip services initially from Byron Shire LGA g. inaugurate daily interstate Lismore-Brisbane via Casino commuter services (Brisbane's Cross-River Rail, nearing completion, will free up slots on the dual gauge line into Roma Street Terminal - empty other than for the daily Sydney-Brisbane XPT early morning passenger drop-off and pick-up)There is also Project Feasibility Study underway to augment the Business Plan. (Project Feasibility Studies enhance potential investor confidence and can even result in project 'bankability'). NSW Northern Rivers communities - an integrated Polycentric/Distributed CityCollectively there is a sub-region of communities comprising those on the NSW inner Northern Rivers generally within the Richmond-Wilson, Brunswick, and Tweed River catchments. These are Casino and Lismore in the south heading north via Kyogle, Nimbin, Bangalow, Mullumbimby and Murwillumbah, and on the Far-North Coast from Evans Head in the south heading north via Ballina, Byron Bay, Brunswick Heads, Ocean Shores, the Tweed Coast / Kingscliff and to Tweed City. This highly integrated set of communities is described as an evolving conurbation, a rapidly growing "polycentric city" of approx., 300,000 people – this can also be demographically described as a "distributed city".</p> |
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| | <p>Continued....</p> <p>This is how the present day Gold Coast City evolved over the past 50 years. 30 years ago the Gold Coast’s population was the same as that of Northern Rivers today, and it has more than doubled that over those 30 years. Qld’s Sunshine Coast is another example of a distributed city with its current a population approx., equal to that of the Northern Rivers.Yet significantly successive Qld Govts have continued to plan and construct significant rail and light rail infrastructure servicing both the Gold Coast (now looking to also service Tweed Shire in NSW) and the Sunshine Coast (as far north as Noosa and Gympie LGAs). The Central Coast, Lake Macquarie, Newcastle and Hunter regions of NSW offer an analogous case (of a distributed city), as do the Illawarra, Wollongong, Shellharbour, Kiama and Nowra regions. Significantly both these greater regions feature branch lines offering commuter rail and rail freight / intermodal facilities.Railways & Rail Trails - each complementing the otherEconomic Business Cases vs Viable Sustainable Business Plans Project's requiring capital, whether that is via investment, donations, loan or grant, generally require a supporting Business Plan. A Business Plan revolves around sustainable profitable operations with revenue exceeding costs i.e., profit: o even a not-for-profit company, or association, must be profitable to the extent it doesn't make a loss o investment capital requires greater profit in order to make a return to investors or to increase the value of their investment o If donation or grant funding isn't assured, an enterprise can only develop a viable Business Plan if: o total grant funding equals the amount required to achieve positive cash-flow i.e., profitable revenue; or o total donations received are in excess of a nominated escrow amount required to achieve positive cash-flow.Governments routinely commission studies to explore the "Economic Business Case" often then for justifying subsidising a project (via any of, govt expenditure, grants or provision of subsidised services). Economic Business Cases: o are not Business Plans o are not based upon a project being profitable in its own right and in many cases assume they won't be; & o if positive, in terms of the net economic welfare of a given LGA, Metropolitan area, State, Nation, or sector, they can be viewed as providing a Business Case (for the subsidising of a Project).Specifically, there has never been a publicly circulated Business Plan for the Northern Rivers Rail Trail. There have often been referrals to Economic Business Cases supporting ‘rail trails’ (routinely ‘on-formation’ bicycle paths replacing railway tracks i.e., eliminating rail). Assumptions underlying the conjectures in those Business Cases have been questioned. There have been further wild off-the-cuff assertions of visitor numbers and for the profitability of rail trail operator enterprises. These have been provided by various rail trail proponents, all of them are unsustainable when subjected to even cursory scrutiny.</p> <p>Railway with off-formation bicycle path relative to 'Rail Trail'</p> <p>72 Reinstatement of rail none-the-less easily provides for inclusion of a bicycle pathway along the railway corridor, but off-formation. We suggest that any “economic business case” for a so-called ‘rail trail’ (where curiously on-formation means no rail!) would be substantially enhanced in with a "win-win" involving a complementary resurrection of the railway (and regular services on it):</p> <ul style="list-style-type: none">o railway line vehicle access tracks are suited to upgrading as dual use light road vehicle and bike pathways (even for a dedicated bike path it will need to be capable of carrying the axle load of emergency services’ vehicles)o necessary rehabilitation works on railway ballast and sleepers creates a suitable road base material (see railway refurbishment undercutting at https://youtu.be/bXN24eFH5pY)o in Tweed Valley Shire's Rail Trail construction tender process, the winning submission, from Hazell Bros, explicitly stated that an off-formation bicycle track was cheaper to construct than one on-formation which requires destruction of the rail track (a copy of the relevant page extracted from the submission can be supplied)o if the railway and rail trail mutually assumed responsibility for fencing (along with adjacent landholders) this would result in the sharing of a significant cost burdeno frequent rail traffic effectively delivers a close monitoring of a bike path increasing public safety and property security for adjacent landholderso cyclists could carrying their bikes onto trains wherever local passenger trains are re-introduced. A system of classic rail "halts" (short platforms) could be introduced allowing for hailing of a local train to pick-up and set-down. This would assist cyclists where hills/tunnels and bridges/watercourses otherwise impede their way or whenever they tire or are dissuaded by inclement weather; rain, sun, heat etc.o rail corridor maintenance and surveillance mitigates against bio-security risks (see the NSW Local Land Services Risk Assessment for the Tweed Valley Shire Rail Trail therein outlining potential Catastrophic Biosecurity Risks https://ehq-production-australia.s3.ap-southeast-2.amazonaws.com/742c94be0c2792b628c957582d14a67279c6a399/original/1621991430/7403a1c054b924627f8234f2232a0e35_NCLLS_Biosecutity-Risk-Assessment_Final_2019.pdf) <p>Both Business Plans with shortly be finalised. They'll be complemented by:</p> <ul style="list-style-type: none">- An Information Memorandum for the Byron Shire and Beyond Commuter Rail Project- A Feasibility Study for the cross-docked trans-shipping Intermodal Supply-Chain Logistics Project <p>For further information regarding the proponents see:</p> <ul style="list-style-type: none">- http://mitren.com.au/- https://www.nrrc.com.au/- https://www.premacapital.net/- also assisting https://northernriversrail.com.au/ for Mullum to the Bay Park'n'Ride |
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| 73 | <p>a) Public transport in the form of inter-city high speed trains and intra-city metros are wonderful in their right place and this is not one of them. Watering down a good idea often makes it unviable. Some public transport works well here, in particular school and airport buses. The key feature for success is moving many people to or from the same place at the same time. The epic fail is the number of huge, fossil-fuel-powered buses driving around with few or no passengers on board, in search of what could be termed random passengers.</p> <p>The solar train is suggested as a beacon of the way forward. The case presented is that the train can carry 90+ passengers and takes only 10 minutes. This is absolutely true but does not reflect the real situation. Once upon a pre-Covid time I took a trip on the train. There were 6 people on board, - not a well used service. Whilst the journey does take 10mins, we must remember that this is a single track railway. So allowing a few minutes to load and unload passengers and the return journey, the maximum possible frequency then becomes every half hour. Due to lack of demand, the actual frequency was once per hour when I took my trip, - too inconvenient to repeat. From Google maps the distance travelled by the solar train is nearly 3km, the track distance from Byron to Mullum is a little over 15kms, roughly 5 times the distance. This means that this single track can only support an infrequent service, probably similar to that of the big buses which roam empty in search of random passengers. The report mentions Hi-rail (a hybrid road-rail vehicle). This technology has been intermittently tried and failed since the 1930s. This is not a solution, it is a procrastination. There is a notion of multi-use along the rail corridor, of a train alongside a bike path. Let us not waste more public money on pursuing this nonsense. The track is not wide enough! Even if it was, the train is unlikely to be viable and would seriously devalue a nice safe, quiet, enjoyable active transport route.</p> <p>b) Much of the traffic burden around town is from tourist traffic, the seasonal nature of this load is obvious.</p> <p>i) Encourage park and cycle for tourists, they could park well out of town, e.g. at Tyagarah and then travel on their own (or hire) bikes along a dedicated cycleway into town. This removes the disincentive of transport infrequency.</p> <p>ii) A further encouragement for tourists not to bring their cars into town, is to increase parking fees, perhaps even using variable fees with a peak period surcharge. This will surely squeeze out some tourists, but Byron is already is already bursting at the seams at peak periods. It could also serve to smooth out tourist traffic. The extra revenue should be used to fix Potholes. This must be one of the easiest problems to solve, it just needs money. It is also important to maintain the low cost annual permit for residents. A medium cost permit for the residents of neighbouring shires could be considered. Remember park and ride has already been trialled with parking at Cavenbah and a double-decker bus to town. A few people used it, but the uptake was not significant, probably a mix of infrequent service and insufficient financial incentive. The double-decker bus was also available for the farmers market at Cavenbah, - again vastly underused.</p> <p>c) Bike tracks around the shire are already improving. A dedicated active transport route along the rail corridor should form the backbone of a cycle network through the shire. It would provide safe crossing of the M1 and a link to the neighbouring shires who are already moving in this much needed direction. The rapid uptake of e-bikes makes this a more inclusive option and could go a long way to solving youth transport issues. Take this opportunity to shift the mindset. In the Netherlands, cycling is absolutely a normal thing to do. For sure it's flat terrain but the railway surveyors of yesteryear already picked out the easiest routes, Let us make the best use of their efforts.</p> |
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| 74 | <p>Community vision for connected transport.</p> <p>Trains On Our Tracks (TOOT) is a community based association established in 2003 as an umbrella organisation bringing together Northern Rivers Trains for the Future, other rail advocacy networks and community groups with roots reaching back to the 1990s. Embedded in TOOT’s constitution objectives is a vision for an ‘integrated transport system’ where the role of the Casino-Murwillumbah rail line is the ‘spine’ that connects isolated transport infrastructure, services and communities. TOOT has always worked to the principle that the most accessible and sustainable integration occurs when all types of transport are connected...buses, cycles, pedestrians cars and rail. This vision can be found in the Northern Rivers Trains for the Future submission to the Parry Report in 2003 and the TOOT Now vision produced in 2005. TOOT has long understood the potential to maximise integration through multi use of the rail corridor for active, rail and public transport.</p> <p>The ‘spine’.</p> <p>Since its construction the line has served as a connector of our communities and played a key role in patterns of development. Its contemporary ability to connect and influence sustainable development is on display in the centre of our towns where rail stations are located. We are strongly of the view that the strategic value of the line has been underestimated for too long and are pleased to see that Moving Byron has highlighted its potential to diversify networks and play a major role in an integrated and sustainable transport network.</p> <p>Moving Byron</p> <p>Moving Byron is an important and timely vision with directly stated messages for a sustainable transport future. The document provides clear guidance on the pathway to a sustainable transport future that is safe, accessible and meets the movement needs of all in the community. In our long journey with the community on transport issues, we are not aware of a comparable document produced by Council or government that has so comprehensively identified and confronted our community’s experiences of and aspirations for our transport networks. Council is congratulated for the preparation and exhibition of this forward thinking strategic assessment.</p> <p>Big Picture Challenge</p> <p>TOOT agrees that the most significant strategic direction that can meet the challenge of ongoing induced car dependence, its impacts and costs is to diversity both transport infrastructure and services. As such we support actions for Council to take strong regional leadership to promote a rail link to Queensland, noting the Brisbane Olympics planned for 2032. The shorter term ‘priority project’ to activate the rail corridor for multi use rail, active movement and public transport is also supported, noting the following benefits, integration opportunities that help to achieve the broader range of Moving Byron objectives.</p> <ul style="list-style-type: none">• improved public transport• expanded active movement• reduction of car dependence• reduces demands on road network• long term financial benefits• reduced car movement and demand for parking in town centres• park and ride integration• supports visitor economy <p>The Multi Use Rail Corridor Study undertaken on behalf of Council demonstrated that small initial investments in very light rail can produce a range of benefits desired by the community. Investment and benefits that grow with the community. There is potential for lightweight vehicles such as hi rail to provide flexible on demand public transport that can travel on rail providing opportunities for commuters, visitors and others to diversify movement options around traffic congestion. Our community desires Council to demonstrate strong leadership and advocacy for public transport development, the ‘big picture’ rail link to Queensland and the ‘priority project’ to activate the rail corridor for multi use.</p> <p>Sustainable transport planning now</p> <p>We agree with the following principles that are applied in discussion throughout.</p> <ul style="list-style-type: none">• ‘big picture’ road network support - Desired Outcome 1• active movement - Desired Outcome 3• public transport development - Desired Outcome 6• financial sustainability - Desired Outcome 10 <p>We applaud the clarity of discussion reflecting the diverse range of transport needs that matter to our community and need to be part of integrated and accessible transport including,</p> <ul style="list-style-type: none">• public transport• active movement• safety and access• hinterland and neighbourhood roads• road safety• carbon sustainability |
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| 74 | <p>Continued...</p> <p>TOOT supports an inclusive and open engagement with the community for the most effective implementation. The implementation framework in the document provides a sound basis to begin, however we believe that as with a living document, ongoing adaption is required as the rollout of the strategy progresses over time. It is vital that there is a high level of community leadership involved.</p> <p>The detailed action plan reflects the priorities and discussion in the document and is supported.</p> <p>Council leadership and advocacy</p> <p>As the document discusses, there is considerable scope for Council to adapt planning controls that promote and encourage public and active transport. Similarly Council actions, data collection and tools are able to expand safe access for all movement types in the community.</p> <p>Council needs to be a stronger leader in policy reform internally as well as actively advocate for transport planning and service delivery in Byron Shire and the region that align with the needs of the community and the objectives of Moving Byron. In short business as usual has to be challenged at all levels to ensure long term sustainability.</p> <p>Summary</p> <p>TOOT supports the adoption and implementation of the strategy.</p> |
| 75 | <p>My key points are as follows;</p> <p>1. The Moving Byron report is admirable in parts for the ambitious mode shift initiatives proposed and all credit to Council for seeking solutions for mode shift to walking, bikes and public transport. Grand ideas which have real merit but it's not clear how the ideas could all be delivered in reality beyond motherhood statement status. The danger is we appear to be trying to "boil the ocean".</p> <p>2. Within the Moving Byron report, there is minimal if any specific detail and substance on a strategy for upgrading Ewingsdale Road to four lanes all the way into town via an agreed timeframe. This key need has been reported for as long as I can remember and back as far as Council's own detailed traffic study circa 2008. This work should be considered as the base line / core issue to be addressed specifically within the Moving Byron document with mode shift initiatives supplementing the critical road upgrades.</p> <p>3. The four lane Ewingsdale Road fix all the way into Byron has been relied upon by multiple developer traffic studies including West Byron x 2 yet it's not clear in the Moving Byron report how these much needed upgrade works can possibly be delivered in the timeframe in which it will be needed. which was yesterday in reality. All COVID did was to create a lull in traffic which bought the Council and community some much needed time and breathing space.</p> <p>4. The Moving Byron strategy seems to have been built around aspirational ideas which are not yet based on a comprehensive updated traffic study, model and analysis. It's the cart before the horse. The detailed and comprehensive traffic study and modelling should have been done to provide the data...and then Moving Byron should have been drafted to respond to real traffic modelling data. The real danger therefore is that scarce and limited rate payers money will be expended in the wrong areas prior to the results of the traffic modelling and analysis giving proper direction.</p> <p>5. With respect to providing safe access for bike riders and walkers in the hinterland areas, my submission explains in the appendix where I believe the real issue is. The real issue is the lack of proper regular maintenance of gravel shoulders and pavement edge drop off areas over recent years. Our local community is just too concerned with their safety to want to use our local roads for town to town travel or even for exercising/walking close to home. The attached Coolamon Scenic Drive shoulder photos are typical of our shire roads. Poorly maintained through regular maintenance regimes with Council not able to keep up due to funding and resources. I'm not sure what the circuit breaker is for this issue, but one off State funded blitz work such as was recently completed on Myocum Road does not help with the kilometres of other road shoulders which fall into disrepair through a lack of regular up keep. A key intent of the Moving Byron plan should be to fix this problem so as to promote mode swap to bikes and walking but it will not be simple to fix. At the heart of the issue is that significant funding would need to be found for regular ongoing maintenance and not just one off blitz works. The Moving Byron plan has a real danger of getting the communities hopes up without having a real means to deliver.</p> <p>Attached also are three typical Maintenance Plans for other similar Councils I sourced on the net. There are plenty of them available for review. They are quite interesting to study along with set timeframes for various types of road related repairs (such as gravel road shoulders and pavement edge drop offs) which are adopted by other Councils.</p> <p>Does Byron Shire have similar agreed KPI schedules to handle pavement edge drop offs and maintaining safe usable gravel shoulders etc which I have noted in my submission at the end? Maybe if they exist they can be made available to the rate payers so we know what is expected.Well maintained and safe gravel shoulders on key roads means more bikes on the road, more walkers, safer run off areas for vehicles etc etc.Not sure the maintenance schedules have been applied for our Shire but they should apply just from a duty of care / customer road safety point of view. Gone are the days when Council grader crews toured the shire with caravan in tow, repairing road shoulders to a safe condition for customers to use. Instead, mostly what the community sees is targeted State funded one off fixes like recently undertaken on Myocum Road, rather than diligent ongoing routine maintenance of road shoulders throughout the shire so as to make bike riding and walking safe as an everyday worthwhile pursuit.</p> <p>As an aside, I would dearly love to have been part of the Community Infrastructure Panel but time just does not permit my participation beyond trying to add value through these opportunities to provide comment.I had nominated as a member but then had to withdraw my nomination due to work commitments. I'm happy to participate in further discussion at any time if I can be of any assistance.</p> |

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| | Once again, thanks for the opportunity to make comment and wish you well with Council’s endeavours to reduce chronic traffic congestion on key roads whilst improving on levels of travel mode shift to walking, bike riding and public transport. |
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