

Notice of Meeting

Moving Byron Advisory Committee Meeting

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

Venue	Conference Room, Station Street, Mullumbimby
Date	Friday, 2 December 2022
Time	2:00PM

Phil Holloway
Director Infrastructure Services

I2022/1737
Distributed 25/11/22

CONFLICT OF INTERESTS

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

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

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

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

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

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

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

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

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

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

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

Disclosure and participation in meetings

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

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

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

Non-pecuniary Interests - Must be disclosed in meetings.

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

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

Committee members are reminded that they should declare and manage all conflicts of interest in respect of any matter on this Agenda, in accordance with the [Code of Conduct](#).

RECORDING OF VOTING ON PLANNING MATTERS

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

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

OATH AND AFFIRMATION FOR COUNCILLORS

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

BYRON SHIRE COUNCIL

BUSINESS OF MEETING

1. APOLOGIES

2. DECLARATIONS OF INTEREST – PECUNIARY AND NON-PECUNIARY

3. ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

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4. STAFF REPORTS

Infrastructure Services

4.1	Moving Byron Strategy - Revised Submission Summary and Transport for New South Wales Feedback	14
4.2	E Bus Proposal	36

ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

Report No. 3.1 Adoption of Minutes from Previous Meeting

Directorate: Infrastructure Services

5 **Report Author:** Dominika Tomanek, Executive Assistant Infrastructure Services

File No: I2022/1460

10 **RECOMMENDATION:**

That the minutes of the Moving Byron Advisory Committee Meeting held on 18 August 2022 be confirmed.

15 **Attachments:**

1 Minutes 18/08/2022 Moving Byron Advisory Committee, I2022/1023 , page 9 [↓](#) 

Report

The attachment to this report provides the minutes of the Moving Byron Advisory Committee Meeting of 18 August 2022 .

5

Report to Council

The minutes were reported to Council on

Comments

10

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

22-503 Resolved that Council adopts the following Committee Recommendations:

Report No. 4.1 Moving Byron Submissions Report

Committee Recommendation 4.1.1

That the Moving Byron Committee recommend Council:

1. Revise and expand the Submissions Summary Report as follows.
 - a) Amend heading for Figure 1 to read 'Rail Corridor options' and display levels of support for 'multi use', 'rail' and 'trains' as referenced in the submissions.
 - b) Amend commentary in the report and submissions table to refer to either 'multi use', 'rail' and 'trains' as referenced in each submission acknowledging that a 'rail trail' is understood by the community to be infrastructure that excludes provision for any type of rail activation or services.
 - c) Expand summary commentary in the report to include a fuller description of references to 'public transport' to include inter town and regional references the benefits discussed.
 - d) Expand summary commentary in the report to include a fuller description of submissions referring to 'rail' and 'trains' that is not limited to the 'heavy' or 'light' rail and that summarises the benefits,

- not just critical comments.
- e) Include summary of key strategic themes referenced in submissions including but not limited to 'car dependence', the 'big picture challenge' to 'diversify' infrastructure and services, submissions referencing costed and technical assessments for multi use and or rail, submissions from prospective operators, safe hinterland road network access issues and other key themes.
 - f) otherwise amend the summary to ensure that it capture the flavour and nuance of the community submissions.
2. Support Staff and at least two Councillors commencing detailed conversations with Transport for NSW on how both levels of government can partner together to achieve a fully comprehensive and endorsed Action Plan from the Moving Byron document (attachment 3 to the Report 4.1 of Moving Byron Committee Meeting of 18 August 2022 Agenda / E2021/149220).
 3. Support the work of the committee by allocating time at the next meeting for a discussion of the key strategic themes and objectives of the Strategy.
 4. The Moving Byron Committee receive further reporting regarding a proposed way forward that is supported by Transport for NSW and allows for the Moving Byron documents to be adopted.

22-504 Resolved that Council adopts the following Committee Recommendation:

Report No. 4.2 Additional Discussion Items

Committee Recommendation 4.2.1

That Council, when next reviewing the Bike Plan, reconsider the priority for the Brunswick-Byron Coastal Cycleway Project IT005.

Minutes of Meeting
Moving Byron Advisory Committee
Meeting

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



BYRON SHIRE COUNCIL

ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

3.1 - ATTACHMENT 1

BYRON SHIRE COUNCIL

ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

3.1 - ATTACHMENT 1

BYRON SHIRE COUNCIL

MOVING BYRON ADVISORY COMMITTEE MEETING MINUTES 18 AUGUST 2022

Minutes of the Moving Byron Advisory Committee Meeting held on Thursday, 18 August 2022

File No: I2022/1023

PRESENT: Cr Cate Coorey, Cr Mark Swivel, Cr Duncan Dey, Cr Peter Westheimer

Staff: Phil Holloway (Director Infrastructure Services)

Evan Elford (Manager Works)

Judd Cornwall (Traffic and Transport Engineer)

Dominika Tomanek (Minute Taker)

Community Representatives: Basil Cameron, Ian Pickles, Margaret Robertson,
Annie Villeseche, Jack Dods

Cr Swivel (Chair) opened the meeting at :4:35 pm and acknowledged that the meeting was being held on Bundjalung Country.

APOLOGIES:

Geoffrey Meers

Glen Bailey (Social Futures) - Non-Voting Representative

DECLARATIONS OF INTEREST – PECUNIARY AND NON-PECUNIARY

There were no declarations of interest.

BYRON SHIRE COUNCIL

MOVING BYRON ADVISORY COMMITTEE MEETING MINUTES 18 AUGUST 2022

ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

Report No. 3.1 Adoption of Minutes from Previous Meeting
File No: I2022/1000

Committee Recommendation:

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

(Westheimer/Villeseche)

The recommendation was put to the vote and declared carried.

BUSINESS ARISING FROM PREVIOUS MINUTES

There was no business arising from previous minutes.

STAFF REPORTS - INFRASTRUCTURE SERVICES

Report No. 4.1 Moving Byron Submissions Report
File No: I2022/762

Committee Recommendation:

That the Moving Byron Committee recommend Council:

1. Revise and expand the Submissions Summary Report as follows.

- a) Amend heading for Figure 1 to read 'Rail Corridor options' and display levels of support for 'multi use', 'rail' and 'trains' as referenced in the submissions.
- b) Amend commentary in the report and submissions table to refer to either 'multi use', 'rail' and 'trains' as referenced in each submission acknowledging that a 'rail trail' is understood by the community to be infrastructure that excludes provision for any type of rail activation or services.
- c) Expand summary commentary in the report to include a fuller description of references to 'public transport' to include inter town and regional references the benefits discussed.
- d) Expand summary commentary in the report to include a fuller description of submissions referring to 'rail' and 'trains' that is not limited to the 'heavy' or 'light' rail and that summarises the benefits, not just critical comments.

BYRON SHIRE COUNCIL

MOVING BYRON ADVISORY COMMITTEE MEETING MINUTES 18 AUGUST 2022

- e) Include summary of key strategic themes referenced in submissions including but not limited to 'car dependence', the 'big picture challenge' to 'diversify' infrastructure and services, submissions referencing costed and technical assessments for multi use and or rail, submissions from prospective operators, safe hinterland road network access issues and other key themes.
 - f) otherwise amend the summary to ensure that it capture the flavour and nuance of the community submissions .
2. **Support Staff and at least two Councillors commencing detailed conversations with Transport for NSW on how both levels of government can partner together to achieve a fully comprehensive and endorsed Action Plan from the Moving Byron document (attachment 3 / E2021/149220).**
 3. **Support the work of the committee by allocating time at the next meeting for a discussion of the key strategic themes and objectives of the Strategy.**
 4. **The Moving Byron Committee receive further reporting regarding a proposed way forward that is supported by Transport for NSW and allows for the Moving Byron documents to be adopted.**

(Cameron/Westheimer)

The recommendation was put to the vote and declared carried.

Members Cr Coorey and Cameron left the Chambers at 5.57 PM.

Report No. 4.2 Additional Discussion Items
File No: I2022/1044

Committee Recommendation:

That Council, when next reviewing the Bike Plan, reconsider the priority for the Brunswick-Byron Coastal Cycleway Project IT005.

(Dods/Villeseche)

The recommendation was put to the vote and declared carried.

There being no further business the meeting concluded at 6:21 pm.

STAFF REPORTS - INFRASTRUCTURE SERVICES

**Report No. 4.1 Moving Byron Strategy - Revised
Submission Summary and Transport for
New South Wales Feedback**

5

Directorate: Infrastructure Services
Report Author: Judd Cornwall, Traffic & Transport Engineer
File No: I2022/1410

Summary:

10 The purpose of this report is to detail and expand on the community submissions received for the Moving Byron Integrated Transport Plan. The report will also cover the NSW integrated transport planning strategic framework and how it relates to the Moving Byron Integrated Transport Plan.

15

RECOMMENDATIONS:

That Council endorses:



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1. **Staff receiving an authorised draft of the TfNSW Integrated Transport Planning Framework (Planning and Strategy Development Initiation Document – Byron Shire).**
2. **Staff developing the planning framework to incorporate the existing Moving Byron Transport Plan and present it to the Moving Byron Committee for discussion.**

25

Attachments:

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- 1 **Moving Byron Community Comments for Committee and Council, E2022/97835 , page 23**  

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.1

On 18 August 2022 the Moving Byron Advisory Committee resolved for Council staff to:

1. **Revise and expand on the Submissions Summary Report as follows.**

- 5
- a) **Amend heading for Figure 1 to read 'Rail Corridor options' and display levels of support for 'multi use', 'rail' and 'trains' as referenced in the submissions.**
- 10
- b) **Amend commentary in the report and submissions table to refer to either 'multi use', 'rail' and 'trains' as referenced in each submission acknowledging that a 'rail trail' is understood by the community to be infrastructure that excludes provision for any type of rail activation or services.**
- 15
- c) **Expand summary commentary in the report to include a fuller description of references to 'public transport' to include inter town and regional references the benefits discussed.**
- 20
- d) **Expand summary commentary in the report to include a fuller description of submissions referring to 'rail' and 'trains' that is not limited to the 'heavy' or 'light' rail and that summarises the benefits, not just critical comments.**
- 25
- e) **Include summary of key strategic themes referenced in submissions including but not limited to 'car dependence', the 'big picture challenge' to 'diversify' infrastructure and services, submissions referencing costed and technical assessments for multi use and or rail, submissions from prospective operators, safe hinterland road network access issues and other key themes.**
- 30
- f) **otherwise amend the summary to ensure that it capture the flavour and nuance of the community submissions.**
- 35
2. **Support Staff and at least two Councillors commencing detailed conversations with Transport for NSW on how both levels of government can partner together to achieve a fully comprehensive and endorsed Action Plan from the Moving Byron document (attachment 3 / E2021/149220).**

3. **Support the work of the committee by allocating time at the next meeting for a discussion of the key strategic themes and objectives of the Strategy.**

5 4. **The Moving Byron Committee receive further reporting regarding a proposed way forward that is supported by Transport for NSW and allows for the Moving Byron documents to be adopted.**

(Cameron/Westheimer)

Report

10 This report summarises community expectations and opinions in relation to gaps and improvements in the Shire's transport network. For the full list of responses from the community exhibition period please refer to Attachment 1.

Key strategic themes

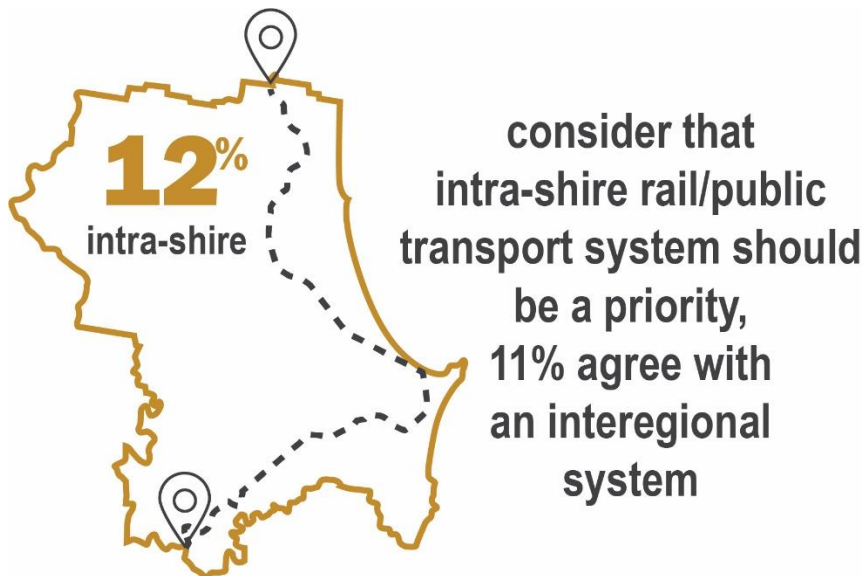
15 Members of the public have expressed some opinion on the strategic direction for the Shire's transport network. The key themes extracted from the submissions, in order of priority, are as follows:

- Use of rail corridor in some form (32%). More detail on this is provided in the Rail Corridor Activation section below.
- Reduction of car dependence / traffic congestion.
- 20 • Diversify infrastructure - Provide infrastructure that supports multi-modal transport options (linked shared paths, bus/train corridors, etc).
- Intra-shire connectivity – improving transport connections within Byron shire to support the community. This included transport modes such as bus, train, bicycle, etc. Refer Figure 1.
- 25 • Inter-shire connectivity – improving transport connections with other Local Government Areas. This included transport modes such as bus, train, bicycle, etc. Refer Figure 1.
- Environmental concerns - community concerns regarding climate change, reducing environmental impact, use of electric vehicles, etc.
- 30 • Impatient for action – submissions which supported Council taking action without delay.
- E-bike use – submission supporting the use of e-bikes as a transport method.
- Improve hinterland roads - safety improvements needed to rural roads.

- Technical assessments – These submissions would include either technical advice regarding existing analysis or a gap analysis required to facilitate the action plan within the Moving Byron Transport Strategy.

5 Note - there were no submissions provided by parties with a commercial interest in transportation within the Shire (i.e. “prospective operators”).

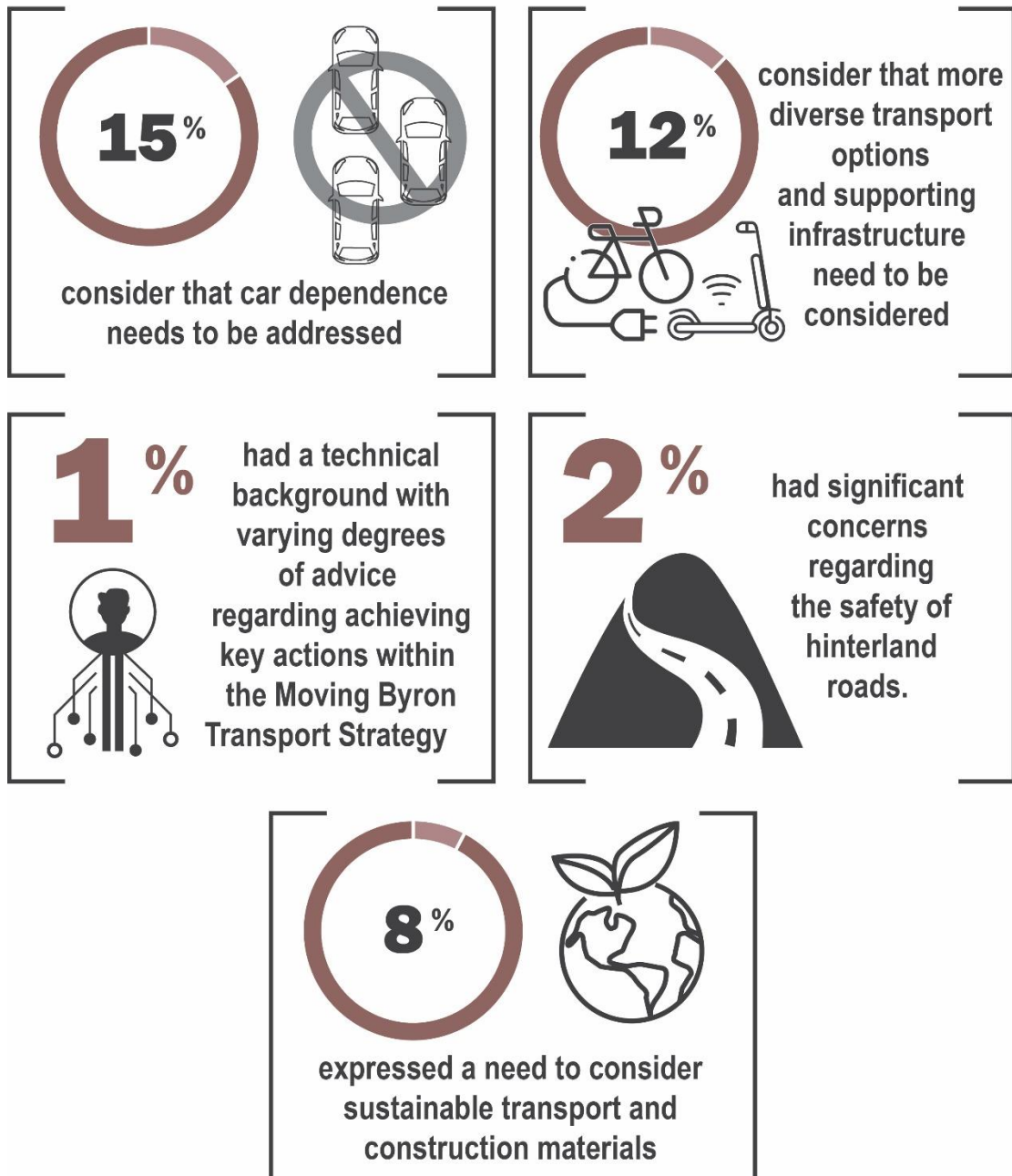
Figure 1: Intra-shire vs inter-shire connectivity “percentage mentioned”



The feedback received which relates to the strategic direction for the Shire’s transport network has been shown as “percentage mentioned” in Figure 2.

10 Figure 2: Moving Byron feedback key themes “percentage mentioned”

Of those that submitted feedback to the Moving Byron Transport Strategy...



Rail corridor activation

5 Reactivating the rail corridor was the primary focus contained within the community submissions. The support for the different types of activation were categorised as follows:

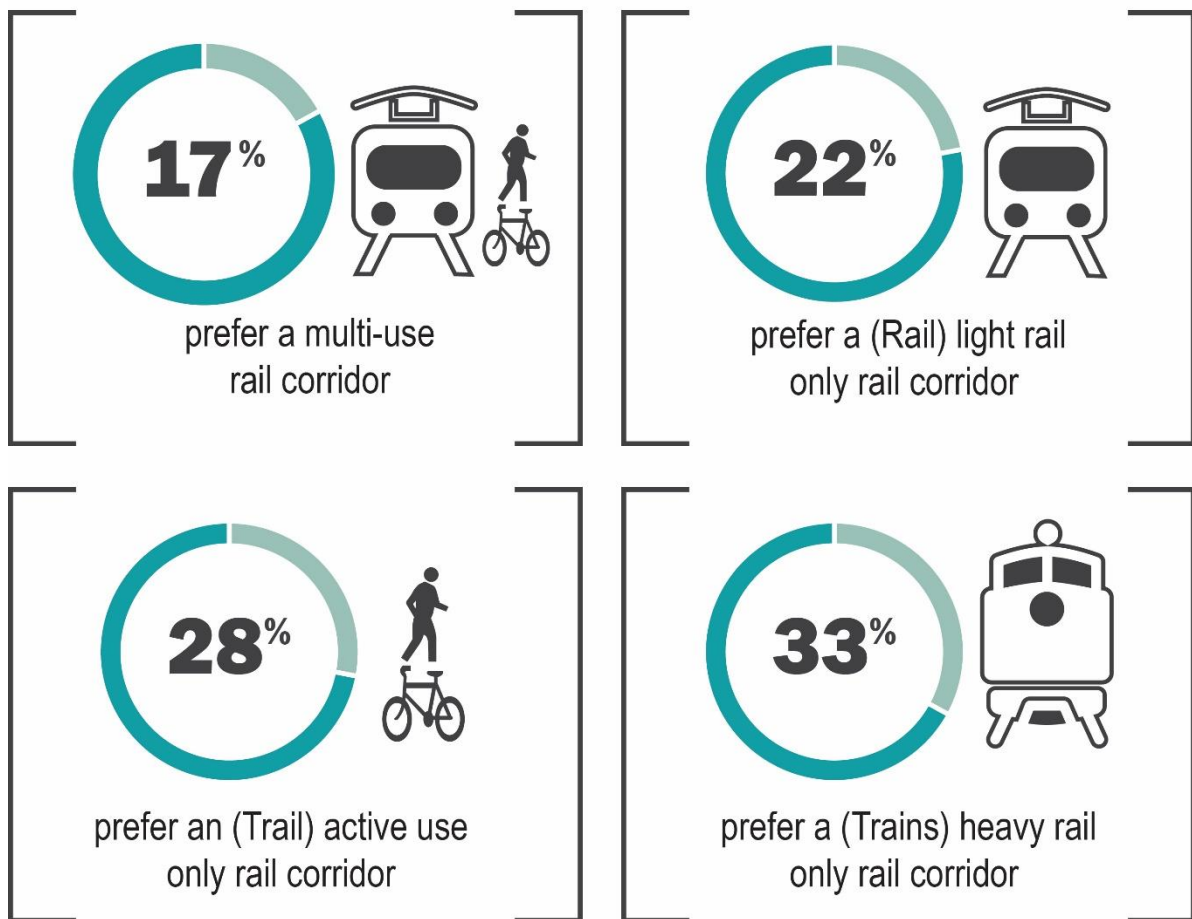
- Multi use - rail corridor to be used for rail and/or trains as well as pedestrian access

- Rail - rail corridor to be used for light rail activities such as hi-rail, trams, etc
- Trains - rail corridor to be used for heavy rail activities such as commuter trains, freight, etc
- Trail - rail corridor to be used for pedestrian access only (e.g. cycling, walking, etc)

5 The responses from the community in relation to the different rail corridor uses (if mentioned) are shown in Figure 3.

Figure 3: Percentage of support for different rail corridor uses

Of those that submitted feedback regarding the use of the rail corridor in response to the Moving Byron Transport Strategy...



10 Members of the community have also reached out after the Moving Byron exhibition period by phone. It is noted that the community members spoken to were extremely passionate on bringing commuter/tourist (heavy) rail back to the region specifically between Casino and Murwillumbah.

Technical Feedback

Some of the more technical community feedback contained within attachment 1 are found to be in submission numbers:

- 5 • #13: This submission discusses problems with the ARCADIS Multi Use Byron Shire Rail Corridor feasibility study. This submission also discusses previous (unnamed) independent consulting that recommends a regular bus service.
- 10 • #57: This submission discusses the need to harmonise our draft with the Australian Transport Assessment and Planning Guidelines. The submission also discusses data gaps and issues with the ARCADIS Multi Use Byron Shire Rail Corridor feasibility study.
- 15 • #72: This submission discusses the reactivation of the rail corridor for multi-use, this includes extending the existing solar train line (Gold Coast – Lismore). Also discussed is the potential for east-west spur links and possible industrial benefits for the region.

These submissions are not the only well thought out contributions from the Moving Byron Transport Strategy exhibition but they stand-out as having extensive industry/planning knowledge and reference material.

Integration with Transport for NSW (TfNSW)

- 20 The purpose of this exhibition period was to give the community an opportunity to contribute to the planning of their transport network before it was influenced by outside stakeholders.

A meeting took place between Council staff and Transport for New South Wales (TfNSW) on 6 September 2022 to discuss a Byron integrated Transport Plan (BITP). Council staff had requested that two Councillors be present at the meeting, this request was declined. It was advised (by TfNSW) that this meeting was only a “kick-off” meeting which looked at:

- the initiation document for the project (Integrated Transport Plan)
- governance
- the make-up of the project team
- 30 • the expected output

At this meeting Council Staff insisted that, no matter the outcome for the BITP, it was important that the Shire’s unique community and transport interests were to be prioritised and that the Moving Byron document adequately reflected these characteristics and needed to be included.

The TfNSW project team agreed that the current Moving Byron document did capture community expectations and should be included within the BITP and could easily be adapted into the framework they are currently developing.

- 5 TfNSW provided an overview of the draft framework for ITP development which does align with the work that has been done within the moving Byron document. TfNSW advised that their main concern with the Moving Byron document are the gaps in the data. However, they noted that there may be funding opportunities to capture the data or data share with TfNSW, considering the data capture for Southeast Queensland Strategic Transport Model
- 10 which will be extending it's boundary into the Shire. The data collection for the model may include household travel (additional to census data), journey to work and travel behaviour change.

- 15 Once the draft document has been formalised, discussions can take place (with TfNSW) on how the Moving Byron Transport Strategy can be adopted into the framework.

Strategic Considerations

Community Strategic Plan and Operational Plan

CSP Objective	CSP Strategy	DP Action	Code	OP Activity
<p>5: Connected Infrastructure We have connected infrastructure, transport, and facilities that are safe, accessible, and reliable</p>	<p>5.2: Connect the Shire through integrated transport services</p>	<p>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</p>	<p>5.2.1.1</p>	<p>Moving Byron</p>

Recent Resolutions

- Resolution number - 22-285

20 **Legal/Statutory/Policy Considerations**

Most of the services contained within the Moving Byron Transport Strategy will need to be implemented and funded by the State. TfNSW has existing strategic framework around movement, place, and transport. Accordingly, any new services requiring funding will need to be endorsed by the State.

25 **Financial Considerations**

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

Consultation and Engagement

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

- 5 A meeting has taken place (6 September 2022), to discuss the TfNSW draft Integrated Transport Planning Framework (Planning and Strategy Development Initiation Document). This was a kick-off meeting in developing a State endorsed Integrated Transport Plan for the Byron Shire, no follow up meeting has been planned at this stage.

Moving Byron Community Comments for Committee and Council
(PDF: E2022/97835, EXCEL: E2022/97071)

#	Community input	Comment	Key Themes (see explanation of these at end of document)															
			Use of rail corridor				General											
			Multi use	Rail	Trains	Trail	Reduce car dependence / traffic congestion	Diversify infrastructure	Technical assessments	Prospective operators	Improve hinterland roads	Privatisation	Environmental concerns	Inter-shire connectivity	Intra-shire connectivity	Not a shire resident	Impatient for action	E-bike use
13	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. 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. 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). The original independent 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. . 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. Other aspects of the strategy are OK, including the priority given to a corridor path from Bangalow.	Non-supportive of trains in rail corridor due to high cost. Supports rail trail and corridor path from Bangalow. Supports cost/benefit analysis of options by a consultant. Supportive of alternative shuttle bus strategy proposed by independent transport consultant.				1	1	1	1						1			
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	Supports train use but unclear if light or heavy rail.		1	1		1							1				
15	Finally ,a council that has the forward thinking of the future transport needs for the region.	Support for the plan.				1	1					1	1					
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 would be a welcome advancement in progressing the shire. It would benefit both the residents and the tourists in exploring region.	Supports multi-use due to lack of public transport.	1			1	1						1					
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.	Supports rail if it will reduce traffic congestion. Provides a non-resident perspective.		1	1		1								1			
18	Please STOP the Elements tourist train It passes over 1600 beds twice aday With ONLY bout 2-5 passengers A bike track would be much better and affordable for all . Locals think the train is too exy In fact it's cheaper to transport a family by Uber / Taxi than pay \$5 ahead one way for under 3 kms	Complaints regarding the existing solar train due to cost. Supports rail trail for bike use.				1												
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.	Duplicate the existing HR link. Alternate sleeper type.			1								1					
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.	Possible emergency corridor benefits for rail trail			1		1					1						
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.	Supports rail services due to lack of public transport. Not clear if light or heavy rail. Possible non-resident.		1	1										1			
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.	Supports extension of solar train line as well as trains.			1			1				1						
23	More trains	Supports trains.			1													
24	[Name removed] demands that you dont have it as a cycle way he demands that you bring back trains. He demands nothing but trains and all push bike riders can go to hell	Supports trains.			1													

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.1 - ATTACHMENT 1

Moving Byron Community Comments for Committee and Council
(PDF: E2022/97835, EXCEL: E2022/97071)

#	Community input	Comment	Key Themes (see explanation of these at end of document)															
			Use of rail corridor				General											
			Multi use	Rail	Trains	Trail	Reduce car dependence / traffic congestion	Diversify infrastructure	Technical assessments	Prospective operators	Improve hinterland roads	Privatisation	Environmental concerns	Inter-shire connectivity	Intra-shire connectivity	Not a shire resident	Impatient for action	E-bike use
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.	Supports trains due to traffic congestion.			1		1	1					1					
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.	Light rail and active (no heavy rail). Pedestrian only areas within Byron CBD.	1														1	
27	Clearly there needs to be well considered plans for the traffic and transport in and out and around Byron shire	Strategy supported but no specific comments.						1					1	1				
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.	Supports rail and connection to other rail networks.			1								1	1				
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	Supports multi-use and connection to other rail networks.	1										1	1				
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	Heavy rail supported with light rail spur's.		1	1								1	1				
31	I found the strategic plan to be thorough and very well drafted. 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. 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! 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. 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. 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. 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!	Maintenance concerns on existing active and transport network. Supports rail and active transport such as cycling.	1				1	1				1	1	1				
32	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. I suppose that's what u get when u put Basil "I hate cars and roads" in charge Where's a road being improved?? Perhaps a roundabout at Suffolk park?? Extra freeway ramps at bangalow?? 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 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). 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!! 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.	Poor strategy document. Maintenance concerns on existing active and transport network. Capacity upgrades on the Shire road network (pinch point upgrades).					1						1					
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	Funding doubts on any change to rail corridor and questioning the benefit of any changes.																1

Moving Byron Community Comments for Committee and Council
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34	Generally good direction. Things I see as missing / need further development: 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. 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. 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. 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. 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. 6) I did not see any mention of share cars? This is an important part of the transport equation. PopCar has been incentivise their use rather than exposing them to danger at these crossings. 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.				1	1	1					1		1				1	
35	The idea of a Multi-modal corridor make no sense, and seems to be more based on an ideological obsession with public transport than providing a functioning, diverse transport system. By far the best form of public transport is electric buses which have the potential to travel anywhere for multiple purposes. It is also doubtful that there exists the concentrations of population to make large-scale public transport viable, as in urban areas where there is an easily identifiable CBD and networks of dormitory suburbs. The best option by far is the conversions of the corridor to a walking/cycling trail, as has been recognised by surrounding LGAs. At least two of these shires have obtained funding and begun preliminary work. This corridor would serve many functions from commuting by standard and increasingly electric bikes, to tourist ventures attracting cyclists and walkers locally, from inter-state and internationally. It has the potential to become one of the great rail trails of the world. To miss this opportunity is very short-sighted. I urge the council to reconsider their priorities, abandon fanciful notions of multi-modal corridors, and back the rail trail project as surrounding LGAs have done.	Maintenance concerns on existing active and transport network. Supports e-bus public transport. Supports rail trail. Supports e-bike use.				1		1					1	1	1				1
36	A big priority for council should be the Northern Rivers Rail Trail. I live in the Rifle Range Rd area of Bangalow and there is no footpath into town along busy Lismore Rd, and a lot of families live in the area. Walking and riding bikes is healthier than driving or catching the train, and better for the environment. When the rail trail is built we will be able to walk into town and my son can walk or ride his bike to school. We could even ride electric bikes into Byron! These seem to be the future. I have put on weight since moving to the region because footpaths are inadequate, so you have to drive everywhere. I really think this should be a high priority for council.	Concerns regarding deficiencies in the existing active network. Supports rail trail and active transport generally. E-bike user.				1							1						1
37	Need a rail trail	Supports rail trail.				1													
38	Can we please have some action on the Northern Rivers Rail Trail	Supports rail trail.				1													1
39	FANTASTIC- public transport will open up the ay we live within our communities. Linking us through non car focused infrastructure is key towards building sustainable outcomes. Safer, cleaner, stronger movement between places.	Supports strategy and public transport. Unclear on specifics.					1	1				1	1	1					
40	Trains are not an essential link, and in any event, need to include adjoining councils if they are to be considered at all. Buses are available between the towns and get very little use. What is the point of considering bringing trains back when 1) there is no prospect of any funding and 2) the advent of electric vehicles negates any benefit of a train. It is disappointing that there is very little mention of a rail trail which would benefit many residents. Multi-use of the rail corridor has been discredited.	Supports rail trail only. Trains and buses not supported. Funding concerns. Supports e-transport options including cars.				1						1	1	1					
41	The existing rail line from Casino to Murwillimbah needs to be reinstated with trains to ease road congestion, reduce greenhouse gas emissions and provide a service for disabled and elderly travellers, families with lots of luggage and as a means of getting around during floods, fires and accidents that block the road. Not a bike track that only benefits able bodied cyclists. Best outcome is to have the bike track alongside the rail line, but the priority is the rail line. It already exists, it's welded rails on steel sleepers, some bridges are already concrete. Timber trestles can be replaced by concrete culverts or pipes which are cheap and efficient. The Queensland rail mob are keen to create an interchange with the line and their south coast line, thus creating an almost seamless transition to go to the Gold Coast and Brisbane. With the area exploding with property development in residential and industrial, the rail line is needed more than ever.	Supports rail followed by multi-use.	1		1		1					1	1	1					
42	This is an excellent strategy, and should be used as the basis for engagement with surrounding councils to ensure that existing tracks are not torn up. Really well thought out.	Support for the plan as a whole and use of rail corridor in conjunction with neighbouring Councils.	1	1	1	1								1					

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.1 - ATTACHMENT 1

Moving Byron Community Comments for Committee and Council
(PDF: E2022/97835, EXCEL: E2022/97071)

#	Community input	Comment	Key Themes (see explanation of these at end of document)															
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43	Well I demand that trains come back along the line and remove all cars from the area and while were at it kick all the homeless people out of the station area	Supports trains. Complaints regarding vagrancy.			1													
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.	Supports public transport for locals.											1					
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.	Supports use of rail corridor for trains.		1	1								1	1				
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	Supports rail due to traffic congestion. Supports safe cycle paths but not on rail corridor.		1	1					1				1				
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.	Supports trains for freight and passenger use.			1								1	1				
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.	Trains not financially viable. Supports use of small e-buses.								1	1			1				
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.	Supports rail use.		1	1									1				
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	Supports rail use for local travel.			1								1	1				
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.	Supports rail trail connection with other shires.				1				1			1	1				
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.	Supports rail trail connection with other shires.				1							1				1	
53	Good , go ahead full speed	Support for the plan.																1
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.	Supports trains for transport within and around the Shire and linking to Queensland.			1								1	1				
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	Supports use of rail.		1	1					1			1					
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	Supports use of rail.		1	1					1				1			1	

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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 guidelines 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/bottlenecks 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. There is no mode share utility assessment including no generalised costing of travel options to calculate the likely mode share of the MURC recommended "train" service. - The proposed supply solution, being "hi-rail" is untested, and would have insufficient capacity to convey significant 	<p>Document not supported for various reasons.</p> <p>Trains not supported.</p> <p>Supports the rail trail and connectivity with other Councils.</p> <p>Would like more analysis.</p>				1	1		1									
58	<p>The Strategy is not well developed and seems to have a strong focus on congestion at the M1 Interchange at Ewingsdale and linking trains to the M1 for park and ride. The Transport strategy does not provide data for the "ideas". It needs to be much broader thinking, and view opportunities that are present.</p> <p>I am not a traffic engineer but having read the strategy I can see clearly that, for example, "non-work" traffic does not even include parents driving their children to school. Every school day there are long queues of traffic associated with the High school, St Finbarrs, Primary school and Steiner school in McGettigans Lane. There needs to be incentives for parents to put their children on the school buses, rather than drive them to school and pick them up. This is a major cause of traffic congestion in Byron Bay.</p> <p>Second there needs to be recognition of the use of e-bikes as transport, and e-bike lanes need to be provided in hinterland; and also on the Rail Trail. Forget putting trains back on this track- not many people want to catch a train to Murwillumbah these days. If a train were to be in the shire it would need to run alongside the M1 to the GC Airport.</p> <p>The Shire needs to join with the other North Coast councils and embrace the Rail trail as a means of transport. Many people are happy to ride to work, and e-bikes provide this opportunity.</p> <p>Park and ride would not work for Byron Shire- people want to get to work asap- not park their car, then walk to a bus, then get off the bus and walk to work. In the city where there is adequate population it works but it will not work for Byron yet. Please do better research collecting data about transport and redo the strategy.</p>	<p>E-bike user supports rail trail.</p>				1		1										1
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. 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>Preference for light rail with multi-use as secondary</p>	1	1				1				1	1					

BYRON SHIRE COUNCIL

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	sustainability. 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. Please support advocating for budget allocations and applications to state and federal governments so that this outcome can move forward more quickly. 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. 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.																
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.	Supports rail line but unclear if rail or trains		1	1		1										
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.	E-bike user supports rail trail.			1		1					1					1
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.	Support of rail trail.				1											
63	I would like to see our rail corridor remain intact and see services return in the future . This is very important to so many	Support of train services.		1	1			1									
64	I support Byron to Mullumbimby light rail so I can get home from work	Light rail, Byron to Mullumbimby		1			1										
65	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. 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. 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.	Support of improved public transport, especially bus services and multi-use corridor.	1				1	1									
66	Please bring back rail this is so important to get traffic off the roads particularly in Byron Shire	Support of reinstatement of rail noted.		1	1		1	1									
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.	Support of keeping rail and multi-use if sufficient space.	1					1									
68	Original Submission: 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. 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 - 1. 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. 2. 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. 3. Byron Bay railway station will be the main light rail stop giving passengers easy access to the bus interchange. 4. 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. 5. 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. 6. 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.	Electric light rail with park and ride facilities to connect all areas of the shire.	1				1	1			1						

Moving Byron Community Comments for Committee and Council
(PDF: E2022/97835, EXCEL: E2022/97071)

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	<p>The rail corridor between Byron Bay and Bangalow is noted as a "shared corridor" for walking and cycling. Is this a rail trail by stealth?</p> <p>Byron Shire Council has conducted a feasibility study which shows that a shared use of the railway corridor for multiple users and uses is the preferred option. The line provides the north south/east west connection criteria, it is in place, it just has to be reactivated.</p> <p>I am more than happy to be contacted by a representative of Byron Shire Council to discuss my submission.</p> <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.</p> <p>Tourism is the lifeblood of Byron, for better or worse. There is little or no organised regular tourism services to get visitors around the shire to explore the villages and hamlets they would miss while attached to their holiday apartment.</p> <p>There is more to Byron than just the Bay and using light rail to get visitors out of town to connect with a minibus tour really does open up the region and spread the tourism dollar.</p> <p>A light rail vehicle can carry passengers and the goods they buy at local markets; light rail carries bicycles to meet up with bike tour guides who will take visitors on local tours for varying durations; and light rail will take tourists out of town for a pub lunch and a few craft beers, and get them back and off the roads. Bangalow to Newrybar and the Macadamia Castle, Mullumbimby via Main Arm to Billinudgel for a smart refreshment then back on the light rail to Byron. There are enormous possibilities that rail based tourism will offer Byron, and the infrastructure is already there.</p> <p>Of course it will work. The Byron "solar" train carried over 100,000 passengers in its first year of operation, and that was just a three kilometre ride. Let's open the place up with managed tourism initiatives for all to enjoy, participate and contribute.</p>																
69	<p>I fully support the Moving Byron plan. Of key importance is the focus on keeping and utilising the railway line. Hearing news of railway lines being pulled apart in the Tweed region reinforces how important the railway line is in this Shire. It must be kept. The potential for providing alternatives to traffic and a means to disperse the 2.2 annual tourists in a practical and attractive way is too important to ignore. Particularly with annual tourism expected to reach 3 million by 2030, it only makes sense to be keeping the door open for road transport alternatives such as rail services. The on-formation rail trail other Councils are pursuing welds this door shut. It is relieving to see that the Moving Byron plan acknowledges the importance of keeping the railway.</p> <p>Ideally, the solar train would be extended (or the creation of a similar service) to Mullumbimby and Billinudgel, and to Bangalow in the south. That would provide a transport option for locals away from the road, and provide a practical, all-weather and attractive means of dispersing the existing tourist market (something a bike trail alone could not do, in other words). It would also become an attraction within its own right.</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>	<p>Support for an interim hi-rail and longer term solar train.</p> <p>Unclear if multi-use may also be suitable as user is a cyclist.</p>		1			1	1					1				
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>	<p>Park and ride suggestions are noted.</p>	1				1	1									

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71	Original Submission: 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. 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 - 1. 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. 2. 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. 3. Byron Bay railway station will be the main light rail stop giving passengers easy access to the bus interchange. 4. 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. 5. 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. 6. 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. 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?																
72	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." Two Detailed Business Plans for the Murwillumbah-branch Railway 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: 1.Extension of the existing, world's best practice, globally leading technology, Byron Solar Train: 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) II.Stage 2, fully costed at \$8 million, is for Byron Bay Station to Bangalow Station 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) IV.Stage 4 is for Bangalow Station to Lismore Station (see Business Plan 2. below) V.Stage 5 is for rehabilitation of the line and services to Murwillumbah/Condong; and 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); 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	Request for an economic business case for rail trail planning. On/off formation active scenario's. Extension of solar train. West Byron development impact concerns.	1				1		1				1	1	1		1

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	<p>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; and</p> <p>2. Intermodal Supply-Chain Logistics Freight operating from Lismore City (and potentially the M1 at Bangalow) via Casino to the Port of Brisbane, in the north, and to Coffs Harbour (and potentially Kempsey), in the south. This proposal also features:</p> <p>a. environmental sustainability (with Lismore having the potential to be a NSW, or even east coast, technical, engineering, service, manufacturing and training centre) featuring:</p> <ul style="list-style-type: none"> - battery electric locomotives (e.g., Wabtec and/or Progress Rail), battery electric and hydrogen fuel cell electric (e.g., Anglo-American/Aurizon), virtual hybrid, 2 locomotive sets, and battery electric and existing diesel, virtual hybrid, 2 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 Motorway <p>b. world's best practice 'disruptor' cross-docked trans-shipping technology, which, amongst other things, readily facilitates pick-up and delivery of local produce/production. Apart from potentially immense benefits for local and regional economies, this also offers risk mitigation against the shortages experienced when stretched supply-chains are disrupted i.e., contributing to a Business Continuity Plan now seen as a basic requirement for communities, institutions, businesses, transport infrastructure (road, rail, sea and air) & all of government</p> <p>c. low 'footprint' technological simplicity with no requirement for centralised warehousing, cold stores and extensive rail sidings and road vehicle parking areas (typically all-up a minimum \$20 million – not necessary!)</p> <p>Delivery of this project will also provide the ability to:</p> <p>d. reinstate daily intra-state passenger services as far as Lismore Station i.e., the former daily Sydney-Murwillumbah XPT service which is currently terminating at Casino</p> <p>e. attract increasingly popular up-market tourist rail services to stable in Lismore (where they currently otherwise lack a suitable stabling location in either Casino or Brisbane):</p> <ul style="list-style-type: none"> - Journey Beyond Rail Expeditions' 'The Great Southern' (also operators of 'The Indian-Pacific', 'The Ghan' and 'The Overlander') - Vintage Rail Journeys' 'The Aurora Australis' ('The Southern Aurora' rolling stock) - Cruise Express' 'The Spirit of Progress' <p>The operators of these services require train stabling, with appropriate rail technical/engineering and passenger supply services. The location must also though offer their passengers and crews accommodation of up to 350 bed-</p>																

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	<p>The operators of these services require train stabling, with appropriate rail technical/engineering and passenger supply services. The location must also though offer their passengers and crews accommodation of up to 350 bed-nights over up-to 5-7 days i.e., quite something for "rail trail" patronage to better!</p> <p>f. seamless connections for regional commuter/tourist trains offering multiple daily round-trip services initially from Byron Shire LGA</p> <p>g. inaugurate daily interstate Lismore-Brisbane via Casino commuter services (Brisbane's Cross-River Rail, nearing completion, will free up slots on the dual gauge line into Roma Street Terminal - empty other than for the daily Sydney-Brisbane XPT early morning passenger drop-off and pick-up)</p> <p>There is also Project Feasibility Study underway to augment the Business Plan. (Project Feasibility Studies enhance potential investor confidence and can even result in project 'bankability').</p> <p>NSW Northern Rivers communities - an integrated Polycentric/Distributed City</p> <p>Collectively there is a sub-region of communities comprising those on the NSW inner Northern Rivers generally within the Richmond-Wilson, Brunswick, and Tweed River catchments. These are Casino and Lismore in the south heading north via Kyogle, Nimbin, Bangalow, Mullumbimby and Murwillumbah, and on the Far-North Coast from Evans Head in the south heading north via Ballina, Byron Bay, Brunswick Heads, Ocean Shores, the Tweed Coast / Kingscliff and to Tweed City. This highly integrated set of communities is described as an evolving conurbation, a rapidly growing "polycentric city" of approx., 300,000 people – this can also be demographically described as a "distributed city".</p> <p>This is how the present day Gold Coast City evolved over the past 50 years. 30 years ago the Gold Coast's population was the same as that of Northern Rivers today, and it has more than doubled that over those 30 years. Qld's Sunshine Coast is another example of a distributed city with its current a population approx., equal to that of the Northern Rivers.</p> <p>Yet significantly successive Qld Govts have continued to plan and construct significant rail and light rail infrastructure servicing both the Gold Coast (now looking to also service Tweed Shire in NSW) and the Sunshine Coast (as far north as Noosa and Gympie LGAs).</p> <p>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</p> <p>The Central Coast, Lake Macquarie, Newcastle and Hunter regions of NSW offer an analogous case (of a distributed city), as do the Illawarra, Wollongong, Shellharbour, Kiama and Nowra regions. Significantly both these greater regions feature branch lines offering commuter rail and rail freight / intermodal facilities.</p> <p>Railways & Rail Trails - each complementing the other</p> <p>Economic Business Cases vs Viable Sustainable Business Plans</p> <p>Project's requiring capital, whether that is via investment, donations, loan or grant, generally require a supporting Business Plan. A Business Plan revolves around sustainable profitable operations with revenue exceeding costs i.e., profit:</p> <ul style="list-style-type: none"> o even a not-for-profit company, or association, must be profitable to the extent it doesn't make a loss o investment capital requires greater profit in order to make a return to investors or to increase the value of their investment o if donation or grant funding isn't assured, an enterprise can only develop a viable Business Plan if: <ul style="list-style-type: none"> o total grant funding equals the amount required to achieve positive cash-flow i.e., profitable revenue; or o total donations received are in excess of a nominated escrow amount required to achieve positive cash-flow. <p>Governments routinely commission studies to explore the "Economic Business Case" often then for justifying subsidising a project (via any of, govt expenditure, grants or provision of subsidised services). Economic Business Cases:</p> <ul style="list-style-type: none"> o are not Business Plans o are not based upon a project being profitable in its own right and in many cases assume they won't be; & o if positive, in terms of the net economic welfare of a given LGA, Metropolitan area, State, Nation, or sector, they can be viewed as providing a Business Case (for the subsidising of a Project). <p>Specifically, there has never been a publicly circulated Business Plan for the Northern Rivers Rail Trail. There have often been referrals to Economic Business Cases supporting 'rail trails' (routinely 'on-formation' bicycle paths replacing railway tracks i.e., eliminating rail). Assumptions underlying the conjectures in those Business Cases have been questioned. There have been further wild off-the-cuff assertions of visitor numbers and for the profitability of rail trail operator enterprises. These have been provided by various rail trail proponents, all of them are unsustainable when subjected to even cursory scrutiny.</p>																

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.1 - ATTACHMENT 1

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	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. Railway with off-formation bicycle path relative to 'Rail Trail' 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): o railway line vehicle access tracks are suited to upgrading as dual use light access vehicle and bike pathways (even for a dedicated bike path it will need to be capable of carrying the axle load of emergency services' vehicles) o necessary rehabilitation works on railway ballast and sleepers creates a suitable road base material (see railway refurbishment undercutting at https://youtu.be/bXN24eFH5pY) o in Tweed Valley Shire's Rail Trail construction tender process, the winning submission, from Hazell Bros, explicitly stated that an off-formation bicycle track was cheaper to construct than one on-formation which requires destruction of the rail track (a copy of the relevant page extracted from the submission can be supplied) o if the railway and rail trail mutually assumed responsibility for fencing (along with adjacent landholders) this would result in the sharing of a significant cost burden o frequent rail traffic effectively delivers a close monitoring of a bike path increasing public safety and property security for adjacent landholders o cyclists could carrying their bikes onto trains wherever local passenger trains are re-introduced. A system of classic rail "halts" (short platforms) could be introduced allowing for hailing of a local train to pick-up and set-down. This would assist cyclists where hills/tunnels and bridges/watercourses otherwise impede their way or whenever they tire or are dissuaded by inclement weather; rain, sun, heat etc. o rail corridor maintenance and surveillance mitigates against bio-security risks (see the NSW Local Land Services Risk Assessment for the Tweed Valley Shire Rail Trail therein outlining potential Catastrophic Biosecurity Risks https://ehq-production-australia.s3.ap-southeast-2.amazonaws.com/742c94be0c2792b628c957582d14a67279c6a399/original/1621991430/7403a1c054b924627f8234f2232a0e35_NCLLS_Biosecurity-Risk-Assessment_Final_2019.pdf) Both Business Plans with shortly be finalised. They'll be complemented by: - 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 For further information regarding the proponents see: - 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 Also feel welcome to email or call the proponents.																		
			Sub-theme totals	13	17	26	22	38	30	3	0	5	0	19	27	29	2	8	7
			Percentage of theme area	17%	22%	33%	28%	23%	18%	2%	0%	3%	0%	11%	16%	17%	1%	5%	4%
			Theme totals	78				168											
			Percentage of total themes	32%				68%											
			Total of all themes	246															

Key Themes (in order of appearance)
 Multi use - rail corridor to be used for rail and/or trains as well as pedestrian access
 Rail - rail corridor to be used for light rail activities such as hi-rail, trams, etc
 Trains - rail corridor to be used for heavy rail activities such as commuter trains, freight, etc
 Trail - rail corridor to be used for pedestrian access only (e.g. cycling, walking, horse riding, etc)
 Reduce car dependence / traffic congestion - submissions which were concerned about the amount of vehicles on Byron shire roads
 Diversify infrastructure - Provide infrastructure that supports non-car based transport options such as shared paths, bus/train corridors, etc
 Technical assessments - Submission included a technical assessment of transport options provided by a qualified person
 Prospective operators - submission provided by a party with a commercial interest in transportation
 Improve hinterland roads - safety improvements needed to rural roads
 Privatisation - concerns about commercial interests from outside the Shire
 Environmental concerns - community concerns regarding climate change, reducing environmental impact, electric vehicles, etc
 Inter-shire connectivity - transport connections with other LGAs
 Intra-shire connectivity - transport connections within Byron shire to support community
 Not a shire resident - submission from someone who lives outside of Byron shire
 Impatient for action - requesting action without further delay
 E-bike use - submission is supportive of e-bike use

Report No. 4.2 E Bus Proposal

Directorate: Infrastructure Services

Report Author: Judd Cornwall, Traffic & Transport Engineer

File No: I2022/1721

5 **Summary:**

The report below has been prepared by Cr Swivel and discusses an Electric Bus Network (E Bus).

Two recommendations are provided for the committee's consideration, Cr Swivel's recommendation and an alternate staff recommendation.

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CR SWIVEL RECOMMENDATION:

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1. That Council explores options for supporting the development of an electric bus network in the shire, consistent with the objectives of the Moving Byron Strategy (see section 4.2) and considering the following:

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a) identifying the current unmet demands for public transport across the shire;

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b) establishing the role electric buses can play in meeting public transport demand;

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c) collaborating with existing bus transport service providers to develop a strategy;

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d) collaborating with existing community / club transport service providers to complement the strategy;

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e) exploring the 'driverless option' leveraging lessons from pilots in other LGAs around the country;

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f) liaising with Transport for NSW to establish the regulatory, approval and funding framework for an electric bus network or service;

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g) identifying the funding sources from government, the corporate sector and the community to develop an electric bus network;

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h) outlining the operating and governance model for the network or organisation delivering the electric bus network.

- 2. That Council conduct a workshop with relevant stakeholders in Q1 2023 to explore the development of an electric bus network in Byron Shire.**

5

STAFF RECOMMENDATION

That Council seek support from Transport for NSW (TfNSW) to hold a workshop with relevant stakeholders in early 2023 to explore the priority to upgrade the existing bus network to an electric bus network in Byron Shire as soon as practical.

Report

The Draft 'Moving Byron 2022 to 2042 - Integrated Transport Strategy' highlights the role of public transport at section 4.2 to delivering the vision of the Council. See Desired Outcomes at 4.2.1 and 4.2.2.

Specifically, at page 25 the Strategy commits to 'Proactive public transport development in the near term'. Under this heading, the Strategy says: 'Council will partner with agencies to investigate, fund and trial innovative services in Byron Shire such as on demand, shuttle buses, automated buses'.

In the wake of the floods, BSC and the community implemented and saw the benefit of shuttle bus services operating for example between Mullum and Huonbrook, and Ocean Shores and Mullum.

The community has long identified the excess capacity in the large school-bus system. At the same time the community bus network including the buses run by licensed clubs also appear to have excess capacity.

Although the Strategy remains in draft form, the community need is self-evident. Moreover, unlike many council projects, the obstacles to delivery are relatively low given that the resources and investment are focussed on vehicles rather than infrastructure.

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Staff Comment

Staff have provided an alternate recommendation at the top of this report for the following reasons.

Transport for New South Wales has an existing program to transition 8,000 plus diesel and CNG public transport buses to zero emissions technology. This transition delivers on NSW Government's commitment to achieve net zero emissions by 2050.

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4.2

The NSW Government will stagger the transition of the bus fleet to allow local industry time to prepare and technology advancements to be assessed and adopted along the way.

5 Transport for New South Wales will also be conducting household travel surveys within the Shire which will assist in picking up Public Transport demand. This data will be collected as part of the extension of the Southeast Queensland Strategic Transport Model.

Autonomous vehicle trials have been conducted in numerous LGA's, City of Gold Coast has just completed a trial in August. Council staff have reached out to City of Gold Coast regarding outcomes from this trial (23 November 2022).

10 It is noted that Council do not run a fleet of buses at present and that the current bus services are run by state government. Council do not currently have the staff resources or budget allocation to investigate options to run a fleet of buses or justify why the state government should change Byron Shire buses before others.

Supporting Documentation:

Victoria - Zero Emissions Bus Trial -

15 <https://transport.vic.gov.au/about/transport-news/news-archive/electric-buses-en-route-to-regional-victoria>

Queensland - Zero Emissions Fleet -

<https://www.racq.com.au/articles/evs/2022/4/queensland-adds-to-electric-bus-network>

Armidale Regional Driverless Initiative -

20 <https://www.transport.nsw.gov.au/data-and-research/future-mobility/our-projects/automated-shuttle-trials/armidale-regional>

Kinetic Electric Fleet (includes Tweed) -

<https://www.surfside.com.au/surfside-news/new-energy-for-queensland-buses-under-kinetic-rebrand>

25 GHD Report on Electric Buses in Noosa - 2014

<https://www.noosa.qld.gov.au/downloads/file/128/2015-04-07-item-2-attachment-1-pre-feasibility-study-of-electric-bus-routes-pdf>

Strategic Considerations

Community Strategic Plan and Operational Plan

CSP Objective	CSP Strategy	DP Action	Code	OP Activity
<p>5: Connected Infrastructure We have connected infrastructure, transport, and facilities that are safe, accessible, and reliable</p>	<p>5.2: Connect the Shire through integrated transport services</p>	<p>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</p>	<p>5.2.1.1</p>	<p>Moving Byron</p>

Recent Resolutions

- Resolution 22-503

5 Consultation and Engagement

Primary stakeholders to be engaged

- Transport for New South Wales (Funding opportunities)
- LGA (E-Bus/Autonomous Vehicle trial outcomes)