

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	Thursday, 30 May 2024
Time	9.00am

Phil Holloway
Director Infrastructure Services

I2024/805
Distributed 24/05/24



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 Bus Shelter & Bus Stop Strategic Planning Update 14

ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

Report No. 3.1 Adoption of Minutes from Previous Meeting


Directorate: Infrastructure Services

5 **File No:** I2024/751

RECOMMENDATION:

10 **That the minutes of the Moving Byron Advisory Committee Meeting held on 11 April 2024 be confirmed.**

Attachments:

15 1 Minutes 11/04/2024 Moving Byron Advisory Committee, I2024/539 , page 9 [↓](#) 

Report

The attachment to this report provides the minutes of the Moving Byron Advisory Committee Meeting of 11 April 2024 .

5

Report to Council

The minutes were reported to Council on

Comments

10

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

24-129 Resolved:

That Council adopts the following Committee Recommendation(s):

Report No. 4.1 Burringbar Street Draft Concept Design
File No: I2024/326

Committee Recommendation 4.1.1

- 1. That the Moving Byron Committee, note the Draft Concept Design – Attachment 1 (E2024/16870) and Street Sections for Burringbar Street.**
- 2. That Council commence the processes towards heavy vehicle and all vehicle bypass routes through Mullumbimby.**

BYRON SHIRE COUNCIL

ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

3.1

24-130 Resolved:

That Council adopts the following Committee Recommendation(s):

Report No. 4.2 Infrastructure Services Projects Update

File No: I2024/457

Committee Recommendation 4.2.1

- 1. That the committee notes the report, and notes that the design for the second grant application, recognises that from Mullumbimby to Byron Bay, the rail trail will be off formation (in accordance with resolution 23-360).**
- 2. That Council makes a submission to the Gold Coast Airport to include the following point: the masterplan should incentivise ground transport that preferences collective travel including public transport to and through Byron Shire.**
- 3. That Council asks NRJO, to make a submission on behalf of the Northern Rivers region regarding public transport options south of the Gold Coast airport.**
- 4. That Council recognises the value in identifying evacuation centres, prior to planning evacuation routes.**

24-131 Resolved:

That Council adopts the following Committee Recommendation(s):

Report No. 4.3 Active Transport Plan Update

File No: I2024/533

Committee Recommendation 4.3.1

That the Moving Byron Advisory Committee support the Active Transport Plan and Active Transport mapping being released for community consultation.

Minutes of Meeting
Moving Byron Advisory Committee
Meeting

Venue	Conference Room, Station Street, Mullumbimby
Date	Thursday, 11 April 2024
Time	1.00pm



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

11 APRIL 2024

Minutes of the Moving Byron Advisory Committee Meeting held on Thursday, 11 April 2024

File No: I2024/539

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

Staff: Phil Holloway (Director Infrastructure Services)

James Flockton (Infrastructure Planning Coordinator)

Shelley Currie (Road Safety Officer)

Honey Ayres (Minute Taker)

Chris Soulsby (Acting Manager Assets and Major Projects)

Ben Taylor (Traffic and Transport Engineer)

Stephanie McMurray (Place Liaison officer)

Andrew Fitzgibbon (Acting Manager Environmental and Economic Planning)

Samuel Frumpui (Manager Works)

Community Representatives: Jack Dods, Geoffrey Meers

Cr Peter Westheimer (*Chair*) opened the meeting at 1:04pm and acknowledged that the meeting was being held on Bundjalung Country.

ATTENDANCE VIA AUDIO-VISUAL LINK:

Margaret Robertson

APOLOGIES:

Cr Cate Coorey, Basil Cameron, Ian Pickles, Annie Villeseche

BYRON SHIRE COUNCIL

MOVING BYRON ADVISORY COMMITTEE MEETING MINUTES 11 APRIL 2024

DECLARATIONS OF INTEREST – PECUNIARY AND NON-PECUNIARY

Jack Dods declared a perceived pecuniary interest in Report No. 4.2 Infrastructure Services Projects Update. The nature of the interest being that he is acting Development Manager for DA 10.2023.454.1 currently under assessment by Council and he was also the lead designer and design coordinator for the project. The development contains a VPA stipulating the developer must upgrade the intersection of McAuleys Lane and Mullumbimby Road, as well as pay a special contribution towards cycle infrastructure in the area. As the Update Report 4.2 mentioned the Mullum to Brunswick Heads Cycleway, and the McAuleys Ln intersection, Jack declared a pecuniary interest. As it was an Update Report, there was no debate.

ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

Report No. 3.1 Adoption of Minutes from Previous Meeting
File No: 12024/343

Committee Recommendation:

That the minutes of the Moving Byron Advisory Committee Meeting held on 12 December 2023 be confirmed. (Dey/Westheimer)

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 - SUSTAINABLE ENVIRONMENT AND ECONOMY

Report No. 4.1 Burringbar Street Draft Concept Design
File No: 12024/326

Committee Recommendation:

- 1. That the Moving Byron Committee, note the Draft Concept Design – Attachment 1 (E2024/16870) and Street Sections for Burringbar Street.**
- 2. That Council commence the processes towards heavy vehicle and all vehicle bypass routes through Mullumbimby.** (Dey/Westheimer)

The recommendation was put to the vote and declared carried.

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MOVING BYRON ADVISORY COMMITTEE MEETING MINUTES

11 APRIL 2024

STAFF REPORTS - INFRASTRUCTURE SERVICES

Report No. 4.2 Infrastructure Services Projects Update
File No: I2024/457

Committee Recommendation:

1. That the committee notes the report, and notes that the design for the second grant application, recognises that from Mullumbimby to Byron Bay, the rail trail will be off formation (in accordance with resolution 23-360).
2. That Council make a submission to the Gold Coast Airport to include the following point: the masterplan should incentivise ground transport that preferences collective travel including public transport to and through Byron Shire.
3. Council asks NRJO, to make a submission on behalf of the Northern Rivers region regarding public transport options south of the Gold Coast airport.
4. The Council recognise the value in identifying evacuation centres, prior to planning evacuation routes. (Westheimer/Dey)

The recommendation was put to the vote and declared carried.

Report No. 4.3 Active Transport Plan Update
File No: I2024/533

Committee Recommendation:

That the Moving Byron Advisory Committee support the Active Transport Plan and Active Transport mapping being released for community consultation. (Swivel/Dods)

The recommendation was put to the vote and declared carried.

There being no further business the meeting concluded at 2:47pm.

STAFF REPORTS - INFRASTRUCTURE SERVICES

Report No. 4.1 Bus Shelter & Bus Stop Strategic Planning Update

5 **Directorate:** Infrastructure Services

Report Author: Shelley Currie, Road Safety Officer
 Katie Hughes, Project Engineer

File No: I2023/1644

Summary:

10 According to the timeline set out in the Disability Standards for Accessible Public Transport 2002 (DSAPT), all existing bus stops were required to be upgraded for accessibility by December 2022.

In August 2020, Council resolved under resolution 20-448, to:

- 15 1. *Undertake further investigations including direct community consultation targeted at school bus passengers, bus operators and other public transport users as well as a ‘Have Your Say’ process to identify bus shelter/bus stop needs and identification of safety issues for passengers and operators at all locations along bus routes.*
- 20 2. *Advertise for expressions of interest for a group that are able to meet requirements to manage and ensure compliance of the bus shelters at Huonbrook and Main Arm on Council’s behalf.*

25 Item one is complete and discussed in the report. Regarding item 2 staff have previously noted The ‘bus shelters referred to in this action are of community interest and any changes to these shelters would not be supported by the community. Therefore, any efforts by the community or Council to bring these shelters up to a compliant standard without changing the current look and feel would be unachievable. Consequently, staff provide further comment in the report.





30 In order to meet the DSAPT requirements, Council staff recommend a 10 year delivery program of bus stop upgrades.

RECOMMENDATION:

That Council:

- 5 1. **Notes the 10 year delivery program for shire wide bus stop upgrades in principle, noting that it is subject to funding availability and Council operational capacity.**
2. **Supports staff seeking funding opportunities to deliver the bus stop upgrade program.**
- 10 3. **Notes the old timber bus shelters at Huonbrook and Upper Main Arm cannot be brought up to a compliant standard without changing the current look and feel of the shelters.**
- 15 4. **Accepts the old timber bus shelters at Huonbrook and Main Arm remaining in their current layout and be removed once they are deemed to have become a public hazard.**

Attachments:

- 20 1 Bus Stop Priority List for Moving Byron Report May 2024, E2024/58509 , page 27 [↓](#) 
- 2 Mill Road bus shelter 46627 asset assessment 2016, E2024/58851 , page 31 [↓](#) 
- 3 Huonbrook Road bus shelter 46628 asset assessment 2016, E2024/58852 , page 33 [↓](#) 
- 4 Upper Main Arm bus shelter 46565 asset assessment 2016, E2024/58853 , page 39 [↓](#) 

Report

Current status of the forward program - 20-448 action 1

Since the last round of bus stop upgrades in 2020 and item 1 of the above resolution, Council staff have analysed the following data to help prioritise further upgrades:

- 5 • Council’s GIS data, Transport for NSW network maps and bus operator timetables.
- “Have Your Say” survey conducted in May 2021 which included feedback from bus users and operators.
- Ad-hoc community feedback relating to bus stops received by Council since 2019.
- 10 • Feedback received from the Moving Byron Public Transport Workshop held in November 2023.

15 This analysis has identified approximately 134 bus stops currently in use across the Shire as well as a need for 8 new bus stops (142 total). 17 of these stops have already been upgraded for accessibility (refer Table 2 below). Of the remaining 125 bus stops, we have prioritised upgrades based on safety/risk and the criteria recommended in the Australian Human Rights Commission accessible bus stop guidelines.

It’s important to note that the above numbers are indicative only. We anticipate these numbers will fluctuate over time as we undertake further analysis and also due to the transient nature of school bus stops and public transport route changes.

20 Table 1: Bus stop status

Bus Stop Status	No.	Reference
Existing	134	Refer Attachment 1 for full list of bus stops.
Proposed	8	Refer Attachment 1 for full list of bus stops.
Total	142	Refer Attachment 1 for full list of bus stops.
Upgrade complete	17	Refer Table 2.
To be upgraded	125	Refer Table 4 for top priority stops for FY 24/25 & FY 25/26. Refer Attachment 1 for full list of bus stops.

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Table 2 below identifies all bus stops that are currently compliant and require no further work.

Table 2: Compliant Bus Stops

No.	Street Location	Suburb	Date completed
1	Clifford Street approaching Broken Head Road	Suffolk Park	2019
2	Corner Browning Lane and Yelgun Road	Yelgun	2019
3	Tweed Street approaching Slessor Lane	Brunswick Heads	2019
4	Fowlers Lane approaching Hinterland Way	Bangalow	2019
5	Corner Brook Drive and Lighthouse Road	Byron Bay	2019
6	Corner Cemetery Road and Old Bangalow Road	Byron Bay	2019
7	Broken Head Road north bound	Suffolk Park	2019
8	Broken Head Road south bound	Suffolk Park	2019
9	Corner Midgen Flat Road and Armstrong Lane	Broken Head	2019
10	Bayshore Drive opposite Bayshore Lane	Byron Bay	2019
11	Goonengerry Road approaching Goonengerry Mill Road	Goonengerry	2020

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12	Corner Beach Avenue and Peter Street	South Golden Beach	2020
13	Corner Shara Boulevard and Kolora Way	Ocean Shores	2020
14	Beech Drive approaching Hazelwood Close	Suffolk Park	2020
15	McGettigans Lane approaching Ewingsdale Road	Ewingsdale	2020
16	Byron Central Hospital (NSW DoH)	Ewingsdale	2020
17	Byron Bay Bus Interchange (TfNSW)	Byron Bay	2021

Because of the large number of bus stops requiring upgrade/assessment and Council's limited funding and resource capacity, Council staff have developed the following 10 year delivery program. This program is based on what has been delivered previously (i.e. approx. 14 bus stop upgrades per year – if sufficient funding can be found).

5 Table 3: 10 year delivery program

Year	Financial Year	No. of stops
1	24/25	1
2	25/26	14
3	26/27	13
4	27/28	14
5	28/29	15
6	29/30	15

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7	30/31	14
8	31/32	13
9	32/33	13
10	33/34	13

Table 4 below identifies the top priority bus stops for upgrade over FY 24/25 & FY 25/26.

These stops have been selected based on assessment of safety/risk as well as the criteria recommended in the Australian Human Rights Commission accessible bus stop guidelines, which is as follows:

- 5 1. Stops most likely to be used by people with a disability, such as:
 - a. routes serving central business districts and regional centres;
 - b. routes with timetabled accessible buses;
 - c. routes serving major educational and health facilities and high volume corridors;
- 10 d. routes on bus transitways, major arterial roads and those connecting to accessible rail stations.
2. Routes serving local amenities such as local shopping centres, industrial areas, schools, hospitals, tertiary educational institutions, retirement villages, nursing homes, and rehabilitation centres.
- 15 3. Remaining bus stops in residential areas.

Table 4: Bus stops proposed to be upgraded as a priority for FY 24/25 & FY 25/26

No.	Street Location	Suburb	Comments
1	Goonengerry Rd outside Goonengerry Public School	Goonengerry	School children safety risk
2	BROKEN HEAD ROAD SB (north Beech Dr roundabout)	Suffolk Park	Wheelchair user

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3	TWEED STREET SB near The Terrace	Brunswick Heads	Wheelchair user
4	TWEED STREET NB near The Terrace	Brunswick Heads	Wheelchair user
5	Park St SB, Brunswick Heads Coach Stop, (outside Visitor Information Centre)	Brunswick Heads	Major regional centre
6	Lismore Rd & Friday Hut Rd NB (near The Buttery)	Binna Burra	School children safety risk
7	Lismore Rd & Friday Hut Rd SB (near The Buttery)	Binna Burra	School children safety risk
8	Cnr Rifle Range Road and Bangalow Road	Bangalow	School children safety risk
9	Cnr Left Bank Road and Tuckeroo Ave	Mullumbimby	School children safety risk
10	Cnr Tristran Parade and Left Bank Road	Mullumbimby	School children safety risk
11	Gulgan Rd EB (at Mullumbimby Rd)	Brunswick Heads	School children safety risk
12	Gulgan Rd NB (opp Mullumbimby Rd)	Brunswick Heads	School children safety risk
13	Ewingsdale Rd WB (Belongil Fields caravan park)	Byron Bay	Arterial road, industrial estate
14	Ewingsdale Rd before McGettigans Lane	Ewingsdale	Arterial road, Hospital
15	Ewingsdale Rd opp William Flick	Ewingsdale	Arterial road, Hospital

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Lane (Cnr Pac Hwy) EB			
16	Ewingsdale Rd before William Flick Lane (Cnr Pac Hwy) WB	Ewingsdale	Arterial road, Hospital
17	Ewingsdale Rd before Quarry Lane	Ewingsdale	Arterial road
18	Shirley Street (WB)	Byron Bay	Arterial road
19	Rajah Rd NB (shopping centre)	Ocean Shores	Busy road, bus interchange, shopping centre
20	Rajah Rd SB (shopping centre)	Ocean Shores	Busy road, bus interchange, shopping centre
21	Federal Dr/Albert St SB before Binna Burra Rd (outside park)	Federal	School children safety risk
22	River St (New Brighton Store)	New Brighton	Disability access requested by bus operator
23	Tweed St NB (near IGA)	Brunswick Heads	Disability access requested by bus operator
24	Tweed Street SB (Caltex Service Station)	Brunswick Heads	Disability access requested by bus operator
25	Tweed Street NB (Caltex Service Station)	Brunswick Heads	Disability access requested by bus operator
26	Tweed St SB (near Bayside Way)	Brunswick Heads	Disability access requested by bus operator

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27	Tweed St NB (near Bayside Way)	Brunswick Heads	Disability access requested by bus operator
28	CLIFFORD STREET WB (approaching Broken Head Rd)	Suffolk Park	Mobility scooter user

Bus shelters at Huonbrook and Main Arm - 20-448 action 2

The bus shelters referred to in this action are of community interest and any changes to them would not be supported by the community. Therefore, these shelters cannot be brought up to a compliant standard without significant community impact.

- 5 Also, the shelters are in a poor state of repair. The last asset inspection of these shelters was completed in 2016 and the shelters achieved the following condition ratings. See inspection records attached and photos below.

For details on each of these ratings please refer to the following Condition Grading Model table, which is from Council's Transport Asset Management Plan.

- 10 Mill Road, Huonbrook – condition 3 (fair)



Huonbrook Road, Huonbrook – condition 4 (poor)



Upper Main Arm – condition 5 (very poor)



Table 2 Condition Grading Model

Condition Grading	Description of Condition
1	Excellent: Asset in excellent condition. No maintenance required.
2	Good: Asset is in good condition with limited signs of wear. Only requires cyclic maintenance and is not requiring special attention.
3	Fair: Asset is in useable condition with extensive signs of wear. Asset requires some attention to prevent further deterioration and to return it to a condition so that it requires only cyclic maintenance.
4	Poor: Asset is in poor condition or is faulty. It needs urgent attention to return it to a useable condition and or significant renewal/rehabilitation is required to reduce risk.
5	Very Poor: Asset has failed or is at the end of its life or is physically unsound or poses significant risk. It requires replacement and is beyond rehabilitation.

In addition to the poor condition of the shelters, significant work is required to upgrade the surrounding environment for pedestrian accessibility. For example, there are no existing footpaths, kerbs, lighting, etc.

- 5 Also, as the locations are quite remote with low passenger volumes and there has been no request for accessibility at these stops, they are considered a low priority based on the criteria outlined in the Australian Human Rights Commission accessible bus stop guidelines.

- 10 Council requested that staff *‘Advertise for expressions of interest for a group that are able to meet requirements to manage and ensure compliance of the bus shelters at Huonbrook and Main Arm on Council’s behalf.’*

15 This has not been completed because of the legal and insurance implications of Council delegating the responsibility to maintain assets which have been constructed on Council road reserve. For example, if someone were injured due to these structures, Council would still be liable for damages.

In consideration of all of the above factors, it is recommended that Council accepts the bus shelters at Huonbrook and Main Arm remaining in their current layout and be removed once they are deemed to have become a public hazard.

Strategic Considerations

- 20 **Community Strategic Plan and Operational Plan**

CSP Objective	CSP Strategy	DP Action	Code	OP Activity
5: Connected Infrastructure	5.2: Connect the Shire through integrated transport services	5.2.3: Traffic management and reduced car dependence - Develop transport infrastructure and services that are accessible to all and meet a diverse range of needs and community expectations	5.2.3.1	Undertake accessibility upgrades to existing bus shelters across the Shire

Recent Resolutions

Resolution 20-448

Legal/Statutory/Policy Considerations

- Disability Discrimination Act 1992 (Cth), section 3 and section 32.
- 5 • Disability Standards for Accessible Public Transport (the 'DSAPT')

Financial Considerations

Cost estimates

10 Attachment 1 provides cost estimates for the high priority sites. We estimate the total cost for FY25/26 as approximately \$710,000. However, these costs are high level only and will need market testing.

To provide an indicative estimate for future Council budget allocation, if these costs are extrapolated over the full 10 year program (refer section 1 above), we estimate the total cost to upgrade all shire bus stops to be approx. \$7.1M.

15 Some grants require Council to contribute funding to projects, while others do not. Based on this, it's anticipated that the total cost to Council will be much less than this amount.

At the present time, Council has not allocated any future operational funding to this program.

Funding Opportunities

20 The majority of the completed upgrades have been delivered using a combination of the TfNSW Country Passenger Transport Infrastructure Grant Scheme (CPTIGS) funding and Council funds. It is expected that the CPTIGS funding will be provided annually by TfNSW on an ongoing basis so that NSW can meet DDA requirements.

25 The CPTIGS funding is limited to a maximum of \$20k per stop with a shelter or \$4.5k per stop without a shelter, which will not cover the cost for upgrade of surrounding infrastructure (e.g. footpaths). Therefore, Council will need to secure additional funding to complete the works.

30 However, there are other grant programs that may be suitable, such as the TfNSW Road Safety Program funding. Goonengerry Public School bus stop has been submitted for this funding and Council expects to hear whether the application was successful in FY 24/25.

There is also TfNSW Active Transport funding which could be used for surrounding infrastructure, such as kerb ramps, pedestrian crossings and shared paths.

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Where possible, Council staff hope to incorporate bus stop upgrades into other infrastructure projects (e.g. Federal Village upgrade). Council staff will continue to investigate other external funding opportunities.

5 **Consultation and Engagement**

A “Have Your Say” survey was conducted in May 2021. In addition, Council has collated ad-hoc community feedback relating to bus stops received between 2019 and 2022.

Council staff will conduct targeted community consultation at the commencement of each phase of the 10 year delivery program.

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