

# NOTICE OF MEETING



## TRANSPORT AND INFRASTRUCTURE ADVISORY COMMITTEE MEETING

A Transport and Infrastructure Advisory Committee Meeting of Byron Shire Council will be held as follows:

Venue	<b>Conference Room, Station Street, Mullumbimby</b>
Date	<b>Thursday, 17 June 2021</b>
Time	<b>9.00am</b>

Phillip Holloway  
Director Infrastructure Services

I2021/999  
Distributed 10/06/21

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## CONFLICT OF INTERESTS

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**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)

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## RECORDING OF VOTING ON PLANNING MATTERS

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

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

**BYRON SHIRE COUNCIL**  
**BUSINESS OF MEETING**

**1. APOLOGIES**

**2. DECLARATIONS OF INTEREST – PECUNIARY AND NON-PECUNIARY**

**3. ADOPTION OF MINUTES FROM PREVIOUS MEETINGS**

- 3.1 Adoption of Minutes from Previous Meeting held on 15 April 2021 ..... 5

**4. STAFF REPORTS**

**Infrastructure Services**

- 4.1 Review Asset Management Policy in accordance with Resolution 20-741 ..... 17  
4.2 Draft Moving Byron ..... 28  
4.3 Road Access and Safety - Workshop ..... 39

**ADOPTION OF MINUTES FROM PREVIOUS MEETINGS**

**Report No. 3.1 Adoption of Minutes from Previous Meeting held on 15 April 2021**

5 **Directorate:** Infrastructure Services  
**Report Author:** Dominika Tomanek, Executive Assistant Infrastructure Services  
**File No:** I2021/987

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**RECOMMENDATION:**

**That the minutes of the Transport and Infrastructure Advisory Committee Meeting held on 15 April 2021 be confirmed.**

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**Attachments:**

1 Minutes 15/04/2021 Transport and Infrastructure Advisory Committee, I2021/621 , page 10 [↓](#)

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## Report

The attachment to this report provides the minutes of the Transport and Infrastructure Advisory Committee Meeting of 15 April 2021 .

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### Report to Council

The minutes were reported to Council on 27 May 2021

### Comments

10

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

**21-242 Resolved** that Council adopts the following Committee Recommendations:

#### **Report No. 4.1 Road Safety Campaign**

File No: I2021/218

#### Committee Recommendation 4.1.1

That:-

1. Council continues to pursue funding opportunities for road safety awareness, infrastructure enhancements that improve safety and access for all road users and to embed road safety principles in all transport related projects.
2. The next TIAC meeting include a workshop session to generate discussion, ideas and suggestions regarding road safety messaging and location of safety signage as per Res 20-405 (3).
3. Prior to the workshop referred to in 2, TIAC members receive information on the 'Go Together' program including examples of signage and messaging promoted by the program.
4. TfNSW representatives will attend the workshop mentioned in point 2.

# BYRON SHIRE COUNCIL

## ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

3.1

**21-243 Resolved** that Council adopts the following Committee Recommendations:

**Report No. 4.2 Update on roads, reseals, reconstructions, maintenance requirements, and budgetary situation**

File No: I2021/219

Committee Recommendation 4.2.1

1. That Council notes the report.
2. That a future report include annual condition report summarizing the overall status of various asset classes.

**21-244 Resolved** that Council adopts the following Committee Recommendation:

**Report No. 4.3 Kolora Way Shared Path Update**

File No: I2021/220

Committee Recommendation 4.3.1

That Council supports the detailed design of Option 3 for the construction of a new shared path and pedestrian bridge to the north of the existing road bridge on Kolora Way, proceeding to shovel ready status in financial year 2021/22.

**21-245 Resolved** that Council adopts the following Committee Recommendation:

**Report No. 4.4 Membership change to TIAC constitution**

File No: I2021/289

Committee Recommendation 4.4.1

That Council approves Glenn Bailey as the temporary replacement representative member, as nominated by Katrina Ross.

**21-246 Resolved** that Council adopts the following Committee Recommendations:

**Report No. 4.5 PAMP and Bike Plan Evaluation Processes**

File No: I2021/464

Committee Recommendation 4.5.1

That Council:

## BYRON SHIRE COUNCIL

### ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

3.1

1. Note the work already done and underway to progress the PAMP and Bike Plan recommendations.
2. Prioritise future PAMP and Bike Plan projects as follows:-
  - a) Projects or parts of projects that provide greater connectivity to and within active networks (Bike and Pedestrian) as well as better connectivity to public transport.
  - b) Projects that align with Integrated Transport Strategy objectives, particularly where a modal shift away from car use is supported and enhanced.
  - c) Projects that improve connectivity and promote a shift from car use should initially be considered from PAMP and Bike Plan priorities covered by Master Plans.
3. Where possible Council seek grant funding to help accelerate the roll out of PAMP and Bike Plan projects.
4. Continue to investigate opportunities to undertake strategic PAMP and Bike Plans projects that meet the connectivity and modal shift criteria, but not covered by Master Plans as funding permits.
5. That the PAMP and Bike Plan Council web page be updated to inform the community of this priority review.

**21-247 Resolved** that Council adopts the following Committee Recommendations:

#### **Report No. 4.6 Movement and Place Brief (Draft)**

File No: I2021/540

#### Committee Recommendation 4.6.1

1. That Council notes the draft Movement and Place Brief.
2. That TIAC advise that the brief needs to ensure the following
  - a) Alignment with Transport Strategy objectives especially the need to promote modal shift away from cars entering the town centre.
  - b) Ensuring that place features within 'movement corridors' be acknowledged that that safety and access is enhanced for all travelling within movement corridors and that other services (e.g.

# BYRON SHIRE COUNCIL

## ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

3.1

buses, rubbish removal) provided within the corridor are safely supported.

3. That a further report be provided and time allocated for TIAC to properly consider the Movement and Place Framework.
4. That TIAC and Council be provided with any feedback given by TfNSW and a copy of an updated draft brief.

**21-248 Resolved** that Council adopts the following Committee Recommendations:

### **Report No. 4.7 Tourism Signage Policy**

File No: I2021/559

#### Committee Recommendation 4.7.1

1. That Council support the adoption of the attached revision of the Tourist, Street Name, Community Facility and Service Signs Policy, 07/102 - (Attachment 1, E2021/51763), incorporating amendments identified by TIAC.
2. That the Policy register be updated with the new policy.

**MINUTES OF MEETING**



**TRANSPORT AND INFRASTRUCTURE  
ADVISORY COMMITTEE MEETING**

**Venue** Conference Room, Station Street, Mullumbimby  
**Date** Thursday, 15 April 2021  
**Time** 9.00am

*I2021/621  
Distributed 08/04/21*

**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

TRANSPORT AND INFRASTRUCTURE ADVISORY COMMITTEE MEETING

MINUTES 15 APRIL 2021

**Minutes of the Transport and Infrastructure Advisory Committee Meeting held on Thursday, 15 April 2021**

**File No: Error! Unknown document property name.**

PRESENT: Cr B Cameron, Cr J Martin

Staff: Evan Elford (Acting Director Infrastructure Services )

Andrew Pearce (Traffic Engineer)

Kirk Weallans (Project Engineer)

Josh Provis (Road and Bridge engineer)

Dominika Tomanek (Minute Taker)

Community Representatives: Sapoty Brook, Graham Hamilton, Andi Maclean

Non-Voting Representatives: Glenn Bailey (Transport Development Officer,  
Social Futures)

*Cr Cameron (Chair) opened the meeting at 9:03 am and acknowledged that the meeting was being held on Bundjalung Country.*

APOLOGIES:

Cr S Richardson (Mayor)

David Michie

Phil Holloway (Director Infrastructure Services)

DECLARATIONS OF INTEREST – PECUNIARY AND NON-PECUNIARY

There were no declarations of interest.

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TIAC Transport and Infrastructure Advisory Committee Meeting

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# BYRON SHIRE COUNCIL

ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

3.1 - ATTACHMENT 1

## BYRON SHIRE COUNCIL

TRANSPORT AND INFRASTRUCTURE ADVISORY COMMITTEE MEETING

MINUTES 15 APRIL 2021

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### ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

**Report No. 3.1      Adoption of Minutes from Previous Meeting**  
**File No:              I2021/557**

**Committee Recommendation:**

**That the minutes of the Transport and Infrastructure Advisory Committee Meeting held on 28 January 2021 be confirmed.**

(Hamilton/Cameron)

*The recommendation was put to the vote and declared carried.*

### BUSINESS ARISING FROM PREVIOUS MINUTES

There was no business arising from previous minutes.

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### STAFF REPORTS - INFRASTRUCTURE SERVICES

**Report No. 4.1      Road Safety Campaign**  
**File No:              I2021/218**

**Committee Recommendation:**

That:-

1. Council continues to pursue funding opportunities for road safety awareness, infrastructure enhancements that improve safety and access for all road users and to embed road safety principles in all transport related projects.
2. The next TIAC meeting include a workshop session to generate discussion, ideas and suggestions regarding road safety messaging and location of safety signage as per Res 20-405 (3).
3. Prior to the workshop referred to in 2, TIAC members receive information on the 'Go Together' program including examples of signage and messaging promoted by the program.
4. TfNSW representatives will attend the workshop mentioned in point 2.

BYRON SHIRE COUNCIL

TRANSPORT AND INFRASTRUCTURE ADVISORY COMMITTEE MEETING

MINUTES 15 APRIL 2021

(Cameron/Maclean)

*The recommendation was put to the vote and declared carried.*

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**Report No. 4.2**      **Update on roads, reseals, reconstructions, maintenance requirements, and budgetary situation**

**File No:**            I2021/219

**Committee Recommendation:**

1. That Council notes the report.
2. That future report include annual condition report summarizing the overall status of various asset classes.

(Maclean/Hamilton)

*The recommendation was put to the vote and declared carried.*

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**Report No. 4.3**      **Kolora Way Shared Path Update**

**File No:**            I2021/220

**Committee Recommendation:**

That Council supports the detailed design of Option 3 for the construction of a new shared path and pedestrian bridge to the north of the existing road bridge on Kolora Way, proceeding to shovel ready status in financial year 2021/22.

(Brook/Martin)

*The recommendation was put to the vote and declared carried.*

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**Report No. 4.4**      **Membership change to TIAC constitution**

**File No:**            I2021/289

**Committee Recommendation:**

That Council approves Glenn Bailey as the temporary replacement representative member, as nominated by Katrina Ross.

(Cameron/Hamilton)

**BYRON SHIRE COUNCIL**

TRANSPORT AND INFRASTRUCTURE ADVISORY COMMITTEE MEETING

MINUTES 15 APRIL 2021

*The recommendation was put to the vote and declared carried.*

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**Report No. 4.5      PAMP and Bike Plan Evaluation Processes**  
**File No:            I2021/464**

**Committee Recommendation:**

That Council:-

1. Note the work already done and underway to progress the PAMP and Bike Plan recommendations.
2. Prioritise future PAMP and Bike Plan projects as follows
  - a) Projects or parts of projects that provide greater connectivity to and within active networks (Bike and Pedestrian) as well as better connectivity to public transport.
  - b) Projects that align with Integrated Transport Strategy objectives, particularly where a modal shift away from car use is supported and enhanced.
  - c) Projects that improve connectivity and promote a shift from car use should initially be considered from PAMP and Bike Plan priorities covered by Master Plans.
3. Where possible Council seek grant funding to help accelerate the roll out of PAMP and Bike Plan projects.
4. Continue to investigate opportunities to undertake strategic PAMP and Bike Plans projects that meet the connectivity and modal shift criteria, but not covered by Master Plans as funding permits.
5. That the PAMP and Bike Plan Council web page be updated to inform the community of this priority review.

(Cameron/Brook)

*The recommendation was put to the vote and declared carried.*

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**Report No. 4.6      Movement and Place Brief (Draft)**  
**File No:            I2021/540**

**Committee Recommendation:**

1. That Council notes the draft Movement and Place Brief.
2. That TIAC advise that the brief needs to ensure the following

**BYRON SHIRE COUNCIL**

TRANSPORT AND INFRASTRUCTURE ADVISORY COMMITTEE MEETING

MINUTES 15 APRIL 2021

- a) Alignment with Transport Strategy objectives especially the need to promote modal shift away from cars entering the town centre.
  - b) Ensuring that place features within 'movement corridors' be acknowledged that that safety and access is enhanced for all travelling within movement corridors and that other services (e.g. buses, rubbish removal) provided within the corridor are safely supported.
3. That a further report be provided and time allocated for TIAC to properly consider the Movement and Place Framework.
  4. That TIAC and Council be provided with any feedback given by TfNSW and a copy of an updated draft brief.

(Cameron/Martin)

*The recommendation was put to the vote and declared carried.*

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**Report No. 4.7      Tourism Signage Policy**  
**File No:              I2021/559**

**Committee Recommendation:**

1. That Council support the adoption of the attached revision of the Tourist, Street Name, Community Facility and Service Signs Policy, 07/102 - (Attachment 1, E2021/51763), incorporating amendments identified by TIAC.
2. That the Policy register be updated with the new policy.

(Cameron/Martin)

*The recommendation was put to the vote and declared carried.*

Note: That committee hold extraordinary meeting to discuss Transport Strategy on 11 May 2021.

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*There being no further business the meeting concluded at 11:05 am.*



## Report

The purpose of this report is to present a revision to the Asset Management Policy.

5 In accordance with Resolution 20-741 Part 2a, where possible the Road Access Safety Principles have been considered and appropriately included in the Asset Management Policy (AMP), Section 6.3 Risk Management (E2021/72392). Below is the updated section of the AMP:

### **6.3 Risk Management**

10 *An assessment of risks associated with service delivery from infrastructure assets is conducted for each relevant asset management plan. The risk assessment process identifies credible risks, the likelihood of the risk event occurring, the consequences should the event occur, develops a risk rating, evaluates the risk and develops a risk*  
 15 *treatment plan for non-acceptable risks. In accordance with Resolution 20-741, where possible the Road Access Safety Principles are to be considered when completing all asset related roadworks, in line with the Council's RASP's procedure (E2021/65279).*

## Strategic Considerations

### Community Strategic Plan and Operational Plan

20 Reports should link to actions from the IP&R Framework. To find the action details you can click this link [Delivery Program / Operational Plan](#) to search for the relevant activitie/s. When the document opens, copy the relevant line and paste it below where indicated.

CSP Objective	L2	CSP Strategy	L3	DP Action	L4	OP Activity
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## Recent Resolutions

**20-741 Resolved** that Council:

- 25 1. Adopts the following Road Access and Safety Principles (RASPs) for the Byron Shire road network:
- a) All users and modes of transport have an equal right of safe access to and movement on the road network.
  - 30 b) Road safety audits must consider the access and safety of all road users, modes of transport and services delivered within the road reserve such as bus stops and waste collection.

# BYRON SHIRE COUNCIL

## STAFF REPORTS - INFRASTRUCTURE SERVICES

4.1

- c) Road renewals, upgrades and maintenance must demonstrate that works have considered all road users, modes of transport and services delivered in the road reserve and ensure fair funding for all users and modes and any inability to provide such delivery must be justified.
- 5 d) New roads must include safe access infrastructure for cyclists, pedestrians and services delivered in the road reserve and ensure fair funding for all users and modes
- 2. Embeds the Road Access and Safety Principles (RASPs) actions into the Operational/Delivery Plan at the next quarterly review:
  - 10 a) Adapt Asset Management policy, capital works and maintenance planning procedures so that the RASP's are able to be applied to all new road related projects from July 2021.
  - b) Update road related infrastructure, movement, access and safety policies to be able to apply RASP's by June 2021.
  - 15 c) Identify and update relevant DCP chapters to include RASPs by December 2021.
- 3. Receives a report at the April Ordinary Meeting 2021 to:
  - a) Report on progress
  - b) identify any conflicting issues and how they may be reconciled.
  - 20 c) identify a pathway and timetable to complete implementation of all necessary actions.
- 4. Notes the Councillor Background Notes attached to the report.  
(Cameron/Richardson)

### **Legal/Statutory/Policy Considerations**

- 25 Policy revision is the subject of this report

### **Financial Considerations**

Road Access and Safety Principles (RASPs) are considered in the context financial constraints and risk assessment.

### **Consultation and Engagement**

- 30 The revised Policy will be placed on public exhibition.



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**Draft Policy:**

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**Asset Management Policy**

**2020**

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**INFORMATION ABOUT THIS DOCUMENT**

<b>Date Adopted by Council</b>	December 2007	<b>Resolution No.</b>	07-730
<b>Document Owner</b>	Director Infrastructure Services		
<b>Document Development Officer</b>	Asset Management Coordinator		
<b>Review Timeframe</b>	2024		
<b>Last Review Date:</b>	2020	<b>Next Scheduled Review Date</b>	January 2024

**Document History**

Doc No.	Date Amended	Details/Comments eg Resolution No.
#720612		Adopted at Ordinary meeting 13/12/07
#2014/33229	4/6/2014	Reported to Community Infrastructure Advisory Committee 4/6/2014 deferred to 4/12/2014 Reported to Council for exhibition 5/2/2015
E2015/15623	5/2/2015	Res 15-012 draft Policy to go on exhibition Exhibition dates 25/3/2015 to 22/4/2015
E2015/27107	23/4/2015	No submissions received adopted after close of exhibition in accordance with Res 12-012
E2016/19038	23/03/2016	Edit - added Resolution 14-203 with amendments
E2020/4726	22/01/2020	Updated – IP&R Figure 1, Objectives simplified, Strategic Asset Management Plan (SAMP) title, and Asset Management Information System section removed.
E2021/72392	18/05/2021	Updated – 6.3 Risk Management

**Further Document Information and Relationships**

List here the related strategies, procedures, references, policy or other documents that have a bearing on this Policy and that may be useful reference material for users of this Policy.

<b>Related Legislation</b>	<a href="#">Local Government Act 1993 (NSW)</a> – IP& R requirements POEO Act (1997)
<b>Related Policies</b>	
<b>Related Standards, Procedures/Protocols, Statements, documents</b>	Asset Management Strategy (#1252114)

Note: Any reference to Legislation will be updated in the Policy as required. See website <http://www.legislation.nsw.gov.au/> for current Acts, Regulations and Environmental Planning Instruments.

E2020/4726



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#E2020/4726



**1. OBJECTIVES**

The objective of asset management is to maximise asset service delivery potential and manage related risks and costs over an asset’s entire life. Asset management is about intervening at strategic points in an asset’s life cycle, optimising the performance of the asset and minimising the cost to maintain it. It requires a proactive approach to asset maintenance and planning to identify works prior to costly and potentially dangerous asset failure occurring. Byron Shire Council’s maintenance and capital works will be prioritised where possible using a risk based approach. This decision has been further confirmed via consultation with the Community Solutions Panel in 2018 (Community Solutions Panel Final Report, E2018/33402).

Asset management is a systematic process to guide the planning, operation, maintenance, acquisition, renewal, enhancement and disposal of assets. Asset management aims to maximise asset service delivery potential and manage related risks and costs over the entire life of assets.

Council recognises that asset management investment in accordance with an adopted policy will optimise the use of resources on infrastructure assets that are important to the local community and are fundamental to Council’s overall service delivery. Council will develop and maintain assets in the most cost effective manner, driven by defined service levels and performance standards. This will form the objectives of the individual Asset Management Plans.

This policy guides Council’s commitment to resource and maintain an asset management framework so that the following objectives are achieved as outlined in the Strategic Asset Management Plan:

- a) What assets council has (Section 2.2)
- b) Our assets and their management (Section 2.3)
- c) Where does council want to be (Section 2.4)
- d) How will council get there (Section 2.5)

**2. SCOPE**

This policy is to set a framework and guide for the strategic management of Council’s infrastructure assets in a structured and coordinated way. Assets are managed in accordance with Council’s Community Strategic Plan.

**3. DEFINITIONS**

<b>Asset Life Cycle</b>	This is the period of ownership of an asset from the planning and design phase through to decommissioning or disposal.
<b>Level of Service</b>	Defining and meeting community expectations in relation to the quality and quantity of services delivered by Council. In the context of asset management, this applies to assets such as roads.

**4. STATEMENT**

The Policy objectives will be achieved through the implementation of the actions associated with the following elements:

- 1. Asset Management System
- 2. Asset Management Strategic Plan
- 3. Asset Management Plans for specific asset classes



#### 4. Asset Management Planning Process

##### 4.1. Asset Management System

Asset management outcomes are the result of the asset management system. Failure to develop the system and improve the system will result in deteriorating performance. The key components in council's asset management system include:

- a) Asset management software
- b) Asset registers and condition assessments
- c) Asset valuations
- d) Lifecycle costs
- e) Predictive modelling (including condition and financial)
- f) Risk analysis (Risk Management Procedures by asset class)
- g) Community evaluation (Quantified customer levels of service with surveys)
- h) Asset Management Strategy
- i) Asset Management Plans by asset class
- j) Asset operational / maintenance programs
- k) Organisation and regulatory reporting
- l) Strategic planning capability

##### 4.2. Strategic Asset Management Plan

The IP &R legislation specifies that the Strategic Asset Management Plan (SAMP) must include a council endorsed Asset Management Policy. The SAMP must identify assets that are critical to the council's operations and outline risk management strategies for these assets. It must include specific actions required to improve council's asset management capability and projected resource requirements and timeframes.

Council's SAMP will:

- a) Link and integrate Council's plan and resources, indicating which services are to be delivered through which assets;
- b) Forecast future service delivery needs and the capacity of assets to meet those, on short, medium and long-term bases;
- c) Provide a full overview of expenditure on new assets and the existing asset base;
- d) Specify asset management procedures, systems, resources and training; and
- e) Establish systems for asset performance measurement and to ensure theoretical system implementation is realised in practice.

Council has prepared a Strategic Asset Management Plan (E2016/108039) included in the current CSP documentation.

##### 4.3 Asset Management Plans

The IP &R legislation specifies that the Asset Management Plans must encompass all the assets under council's control. The plans must identify service standards and contain long term projections of asset maintenance, rehabilitation and replacement costs.

Council's individual Asset Management Plans will:

- a) Define levels of service within financial/resource/risk constraints;
- b) Present forecasts for acquisition, operation, maintenance and capital expenditure, and for revenue, where relevant;
- c) Specify the capital expenditure for renewing, upgrading or extending assets;
- d) Justify the contribution of each asset in terms of value for money for the Council; and
- e) Establish the targets and measures that will be used for monitoring progress with its implementation.



Asset management plans will be reviewed and revised following the formal revaluation process for an asset class due to enhanced condition assessment data and financial data. There is a rolling cycle of 5 years for revaluations as prescribed by the Division of Local Government.

**4.4 Total Asset Management Process Planning Flowchart**

Below is the asset management process at Byron Shire, this aligns with the International Infrastructure Management Manual and the IP&R framework.

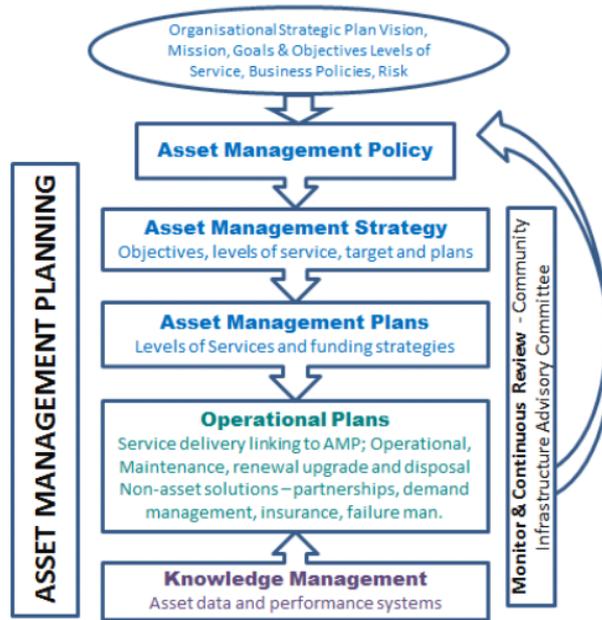


Figure 2 The Corporate Asset Management Framework (IPWEA, 2016).

**5. LEGISLATIVE AND STRATEGIC CONTEXT**

In 2009, the NSW Government amended the [Local Government Act 1993 \(NSW\)](#) to introduce the [Integrated Planning and Reporting \(IP&R\)](#) framework in a bid to foster a strong and sustainable Local Government system. The IP&R framework is composed of a suite of integrated processes and documents to streamline Local Government planning and reporting. This suite includes:

- A 10 year community strategic plan.
- A resourcing strategy (which includes an asset management strategy).
- A 4 year delivery program.
- A 1 year operational plan.
- An annual report.

Asset management is integral to the IP& R framework and council must account for and plan for all of the existing assets under its ownership, and any new asset solutions proposed in its Community Strategic Plan and Delivery Program. The council must prepare a Resourcing Strategy which includes Asset Management Strategy and Asset Management Plan/s, a Long



Term Financial Plan and Work Force Management Plan to support the Community Strategic Plan and Delivery Program (Figure 1).

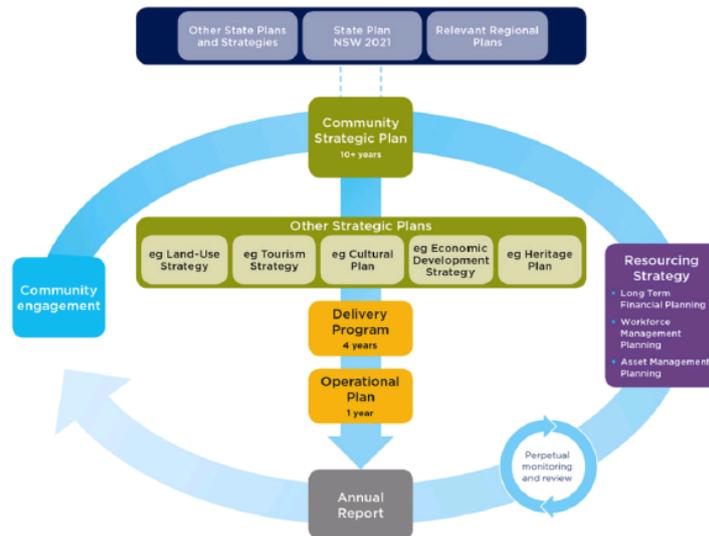


Figure 1 Department of Local Government - Integrated Planning and Reporting Framework (OLG NSW)

**6. SUSTAINABILITY**

**6.1 Economic**

Infrastructure economic sustainability is reported annually in the Financial Statements and Special Schedule 7.

**6.2 Governance**

**Council and Advisory Committees**

This policy is enacted through Council, as the custodians of community assets, to demonstrate the organisation’s commitment to Council’s vision and strategic objectives through an integrated and resourced asset management framework which includes appropriate advisory committees.

**Asset Management Resources**

Council will resource the capability and capacity to lead asset management and maintain the core functions of an asset management system as detailed in this policy.

**The Asset Management Working Group (AMWG)**

*"All council's, irrespective of size or location, need to ensure that the sustainable management of assets is a 'whole of council' responsibility, and that this is recognized at all levels within the council"* (DLG Planning & Reporting Manual 2013).

The purpose of the Asset Management Working Group (AMWG) is to facilitate and coordinate asset management across the organisation.



The AMWG will implement, monitor and report on the delivery of actions articulated in the asset management strategy and asset management plans that are associated with this policy.

**Audit and Review**

The implementation of this policy and the associated asset management framework will be subject to audit and review by council's internal and external auditors. This policy shall be reviewed every four years to ensure that it meets the requirements of legislation and the needs of Council.

**6.3 Risk Management**

An assessment of risks associated with service delivery from infrastructure assets is conducted for each relevant asset management plan. The risk assessment process identifies credible risks, the likelihood of the risk event occurring, the consequences should the event occur, develops a risk rating, evaluates the risk and develops a risk treatment plan for non-acceptable risks. In accordance with Resolution 20-741, where possible the Road Access Safety Principles are to be considered when completing all asset related roadworks, in line with the Council's RASP's procedure (E2021/65279).

**REFERENCE:**

International Infrastructure Management Manual 2016, Institute of Public Works Engineering Australia (IPWEA).

Office of Local Government, NSW, viewed 22/1/2020,

<https://www.olg.nsw.gov.au/councils/integrated-planning-and-reporting/framework>

**Report No. 4.2      Draft Moving Byron**

**Directorate:** Infrastructure Services  
**Report Author:** Andrew Pearce, Traffic Engineer  
**File No:** I2021/961

5 **Summary:**

The purpose of the report is to review the amended and draft Moving Byron strategy and associated feedback

10

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**RECOMMENDATION:**

**That Council support a one month public exhibition of the Draft Moving Byron Strategy and supporting 'Your Say' webpage.**

15 **Attachments:**

1 TIAC MEMBERS FEEDBACK SUMMARY, E2021/77117 , page 33[↓](#)

## Report

Moving Byron is Council's 20-year strategy to transform and upgrade our transport network.

- 5 An extraordinary TIAC meeting was held on 25<sup>th</sup> May to review a Draft version of the strategy prepared by Cr Cameron. TIAC resolved to modify the document around feedback noted during the extraordinary TIAC meeting and feedback received subsequent to that meeting.

In addition, the draft report was forwarded to several staff members representing key sections within Council, such as: sustainability, emissions, assets and strategic planning.

- 10 All feedback received from TIAC members and Council Staff have been compiled and attached as Attachment 1.

It is noted that a number of concerns have been raised.

In point form, some of the key items noted in the feedback is:-

- Document wordy and needs tightening up
- 15 • Provide and Executive Summary
- Relocate the bulk of the document to appendix type section
- Don't state how the rail corridor should be used – opinion divided
- Feedback from previous workshops / engagement not incorporated
- Noosa Transport Strategy a great model to follow
- 20 ○ David Michie provided
- Several issues and topics not considered sufficiently
  - Within Towns
    - peripheral parking
    - peripheral interchanges,
    - 25 ▪ on demand services
    - last mile / first mile links
    - shuttle buses
    - bike sharing
    - repurpose rail corridor in towns for active transport

- Outside Towns
  - Transport hubs
  - Community Transport
- Other
- 5
  - EV's – mentioned but not discussed anywhere
  - Lobby
  - Car free Byron
  - Markets, festivals & events
- Place making not mentioned
- 10
  - Action table
    - Place near front of document
    - Possibly create a separate Actions Document
    - Key actions not mentioned
      - Climate change related
      - 15
        - Specific emission targets (i.e. reduce CO2 by 50% by 2035)
        - EV roll out targets
    - Unclear what many actions are asking / wanting
    - Several Actions partially written
      - i.e. "Resolve the future project"
    - 20
      - Some Action too high level
        - •i.e. "Development, planning and implementation of the Smart Byron program"

The current version of the document is provided at attachment 2.

### **Key issues**

- 25 A key issue for staff is ensuring the Actions / Implementation Plan is clear and actionable. This is the primary document staff require to bring the strategy to fruition in the short / medium and long term.

To allow the document to go on public exhibition prior to the caretaker period prior to upcoming Council elections a recommendation must go to the either the July Ordinary Meeting or August Planning Meeting. That means TIAC must approve the structure, content and actions plan for public exhibition.

- 5 Alternatively, TIAC can wait till the committee is finished preparing the draft and aim to complete the public exhibition of the document in November / December.

### **Options**

TIAC members have the option of:

- Recommend the draft strategy as provided at attachment 2 for public exhibition
- 10 • Recommend the draft strategy as provided at attachment 2, with amendments for public exhibition
- Amend the timeframe to provide additional feedback and review of the document. This will delay exhibition until after the Council election.
- 15 • Refer the document to GTA to continue developing the document along the Moving Byron framework.

### **Next steps**

- 20 Once TIAC is satisfied with the Moving Byron Strategy the next step is to obtain Council approval to place the document on public exhibition for community feedback. Between Council approval and public exhibition, the document will need be taken to a presentable standard.

### **Other sub-headings**

N/A

## **Strategic Considerations**

### **Community Strategic Plan and Operational Plan**

<b>CSP Objective</b>	<b>L2</b>	<b>CSP Strategy</b>	<b>L3</b>	<b>DP Action</b>	<b>L4</b>	<b>OP Activity</b>
<b>Community Objective 1: We have infrastructure, transport and services which meet our expectations</b>	<b>1.3</b>	<b>Support, through partnership, a network of integrated sustainable transport options</b>	<b>1.3.1</b>	<b>Ensure an integrated and accessible transport network (SP)</b>	<b>1.3.1.1</b>	<b>Finalise the Integrated Transport Management Strategy (ITMS)</b>

### **Recent Resolutions**

- N/A

### **5 Legal/Statutory/Policy Considerations**

N/A

### **Financial Considerations**

Total project budget is \$175,000

Currently spent approximately \$135,000

### **10 Consultation and Engagement**

Staff feedback requested and attached.

**TIAC MEMBERS FEEDBACK SUMMARY**

**Format Feedback**

A little wordy

Tighten up document to:

highlight outcomes and objectives.

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

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

Add a one-page executive summary near first few pages

Followed by action plan

Move background info to an appendix

**Content Feedback**

Executive Summary to set out these points:

1 encourage shift from cars

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

3 Improve access and safety for all travel modes

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

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

6 Sustainability.

7 improve connectivity of transport modes in the shire

**Rail Corridor**

How to use it – divided opinion

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

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

**Social Needs**

Northern Rivers Unmet Aboriginal Transport Need

## Within Towns

**Cars out, people in.**

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

**Peripheral car parking**

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

**Peripheral Transport interchanges**

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

**Parking management in town centres**

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

**Redirect through traffic around town centres**

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

**Encourage Local Living**

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

**Last mile transport**

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

**On demand mini-bus service**

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

**Reactivate the railway corridor within towns**

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

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

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

**Shuttle bus loops**

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

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

**Bike sharing**

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

**Outside towns:****Transport Hubs**

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

**Park and Ride**

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

**Active Transport Links for short trips**

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

**Smaller buses, more often**

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

**Reactivate the railway corridor between towns**

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

**Community Transport**

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

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

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

**Car sharing**

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

**Other:****Electric Vehicles**

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

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

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

**Car-free Byron travel experience**

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

**Markets, Festivals and Events**

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

**Guiding Principles:**

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

**Desired Outcomes:**

1. Residents and workers of Byron Shire are able to go about their everyday business without having to be reliant on private vehicles.
2. The transport network is designed to facilitate and encourage an overall modal shift away from private car use towards more sustainable transport modes including walking, cycling, public transport, mobility scooters and low emissions vehicles.
3. The transport system supports the preferred pattern of development including the local centres hierarchy, and is consistent with our planning scheme. i.e. Transport Oriented Development
4. Key regional destinations such as hospitals, airports and universities are readily accessible by public transport from Byron Shire.
5. All schools are safely and conveniently accessible by walking, cycling and public transport.
6. Parking is closely managed through effective controls such as pay parking.
7. There has been a change in behaviour by people in Byron with a reduction in the number choosing to drive and park cars in congested areas. i.e. Measurable modal shift
8. Park-and-Ride facilities have been provided to assist with managing visitor travel demand where supported by transport services.

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

Measurable improvement in health and fitness of the community.

Action Plan

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

**STAFF FEEDBACK**

**Format**

A little difficult to follow the structure

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

**Content**

General

What are the aspirations mentioned in the first paragraph?

Some information requires assumed knowledge people may not know

Some images / Figure not numbered

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

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

Place Making:

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

Movement & Place

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

### Sustainability

EVs aren't mentioned in the cars section

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

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

### Actions:

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

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

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

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

### Case Studies

Maybe adopt more case studies from other locations

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

**Report No. 4.3 Road Access and Safety - Workshop**

**Directorate:** Infrastructure Services  
**Report Author:** Andrew Pearce, Traffic Engineer  
**File No:** I2021/848

5 **Summary:**

The 15<sup>th</sup> April 2021 TIAC meeting recommended:

1. *Council continues to pursue funding opportunities for road safety awareness, infrastructure enhancements that improve safety and access for all road users and to embed road safety principles in all transport related projects.*
- 10 2. ***The next TIAC meeting includes a workshop session to generate discussion, ideas and suggestions regarding road safety messaging and location of safety signage as per Res 20-405 (3).***
3. *Prior to the workshop referred to in 2, TIAC members receive information on the ‘Go Together’ program including examples of signage and messaging promoted*  
15 *by the program.*
4. *TfNSW representatives will attend the workshop mentioned in point 2.*

Item 2 above references Res 20-405(3). Council Resolution 20-405 (3) states the following:

3. *A report be brought to next TIAC meeting focusing on road safety concerns and*  
20 *potential funding opportunities and that advice from TIAC members be sought regarding messaging and location for signs.*

---

25 **RECOMMENDATION:**

**That Council note the report.**

**Attachments:**

- 30 1 Summary Report\_Byron\_Casualty crashes\_01Oct15 to 30Sep20, E2021/76310 , page 50 [↓](#)

**Report**

Road safety is typically addressed through a 2-prong approach:-

- Encouraging behaviour change
- Improving road infrastructure

5 To provide an evidence based, measurable and coordinated approach to road safety a comprehensive strategy across the United Nations, federal, state, and local government levels has been developed over the past 30 years with all levels working towards targeted areas within Road Safety.

10 It is noted, that this does not prevent local governments addressing additional access and safety concerns, as Council funding and regulatory guidelines permit. Rather, the coordinated approach aims to provide local governments with the resources required to undertake an evidence-based approach to road safety.

To help understand how the different levels of government help target known problem areas within road safety the following report will first provide a high-level overview of the road safety framework.

### **Coordinated Framework**

15 It is helpful to first note the overarching single framework adopted by Federal and State levels of governments. In broad terms the framework can be summarised as:

- Towards Zero
- Safe Systems
- Movement and Place

20 In the words of the Draft National Road Safety Strategy 2021-2030:

*Improving road safety is challenging and complex. It requires a system view, with an understanding of how different elements interact. Each of the three main themes for this Strategy has a role to play in addressing each of the priorities, and often they are connected in multiple ways.*

25 In other words, road safety must look at how all the elements interact and must have a coordinated approach to consider all elements. Fixing road infrastructure to make it safer is limited if driver behaviour does not change and speeding remains an issue. Designing roads to be wide and accessible with low speed zones is limited if it is the primary route for heavy vehicles and high traffic volumes.

30 Towards Zero

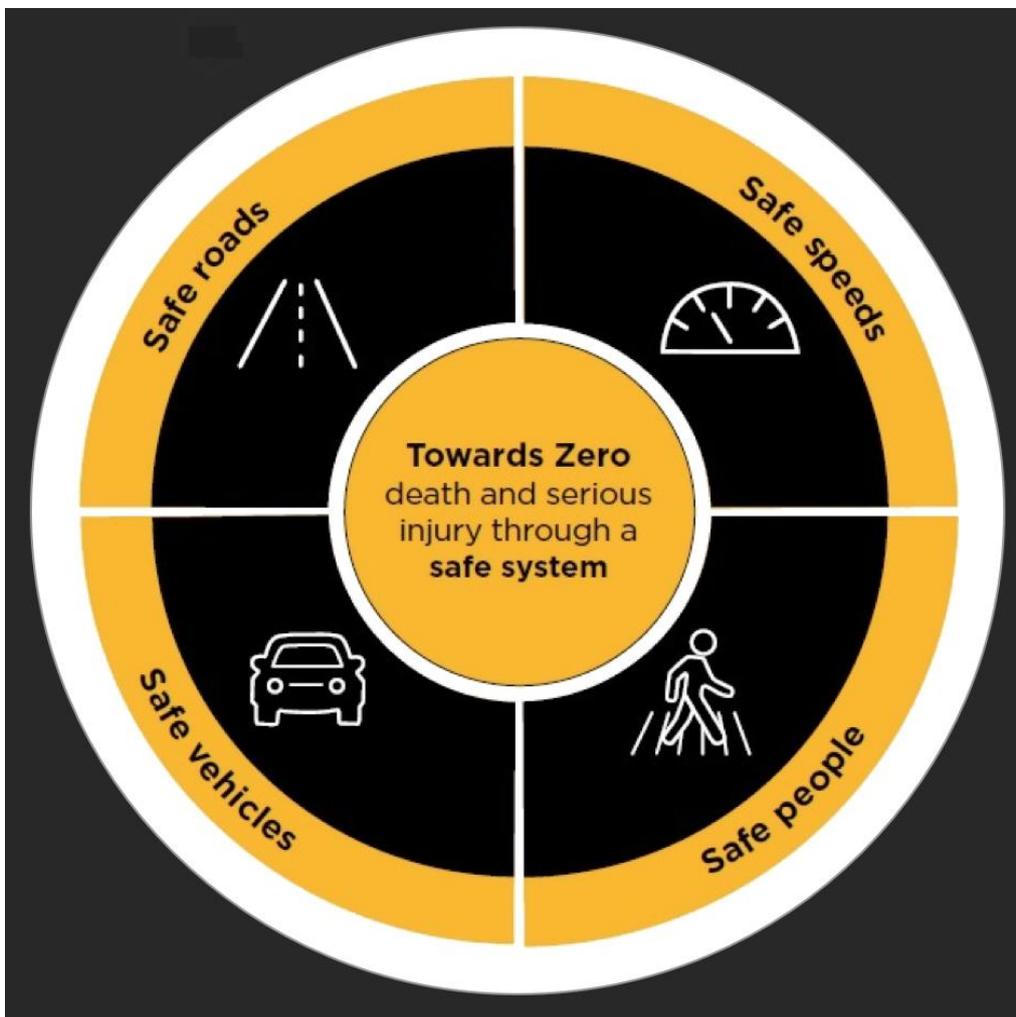
The overarching goal adopted by the United Nations, Federal and state governments across Australia is to work towards zero death and severe injuries by 2050.

### Safe Systems Approach

To achieve the ultimate goal of zero deaths and serious injuries a Safe System approach has been adopted from the UN through to TfNSW.

This approach is underpinned by these principles:

- 5
- People are human and sometimes make mistakes – a simple mistake shouldn't cost anyone their life.
  - Roads, roadsides, and vehicles need to be designed to minimise crashes or reduce forces if a crash happens.
  - Road safety is a shared responsibility – everyone needs to make safe decisions on and around the road to prioritise safety.



10

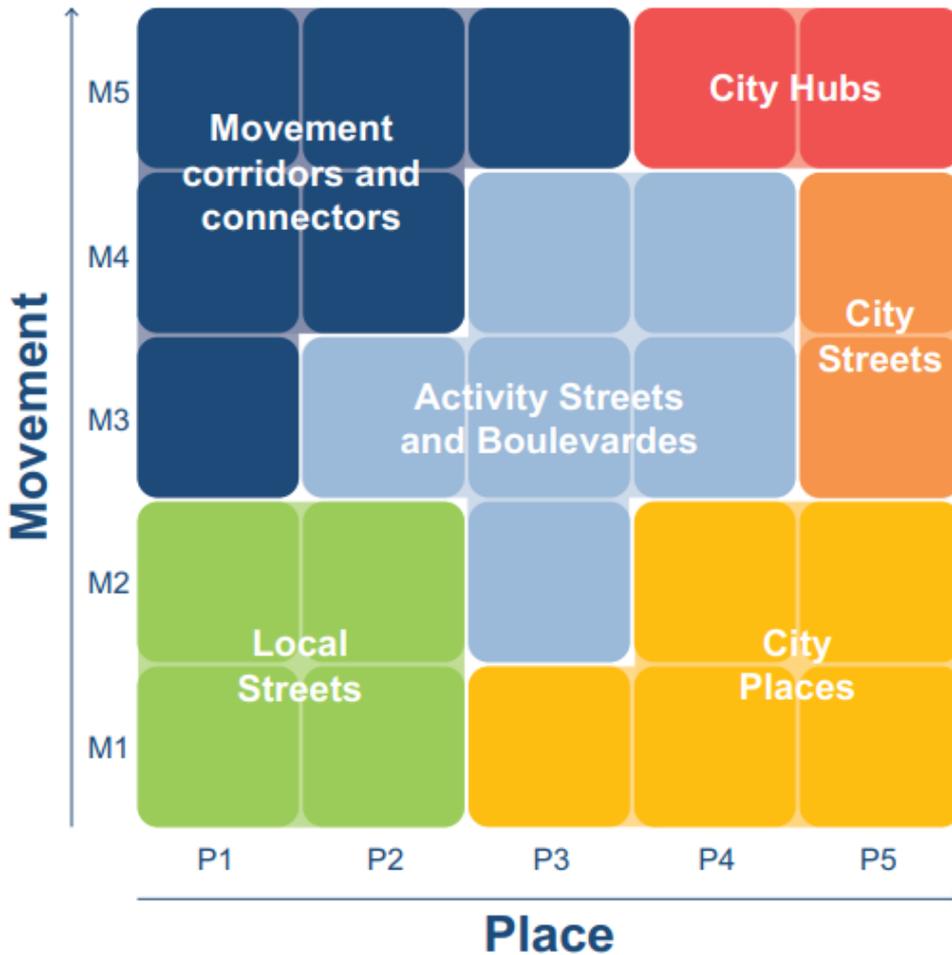
Movement and Place

Movement and Place is a more recent but growing addition to the road safety framework. It helps coordinate and plan the best way for transport to provide safe access for vulnerable road users.

- 15 The following quote is taken from the Practitioners Guide to Movement and Place:

*Movement and Place contributes to a Safe System approach to improve road safety for all users and create a street environment free from death and serious injury. Roads and streets should be sensitive to place with self-explaining speed limits and infrastructure that aligns with the surrounding context. Movement and Place also considers other forms of safety such as personal safety*

5



Source: Austroads, 2020. Research Report AP-R611-20 Integrating Safe Systems with Movement and Place for Vulnerable Road Users.

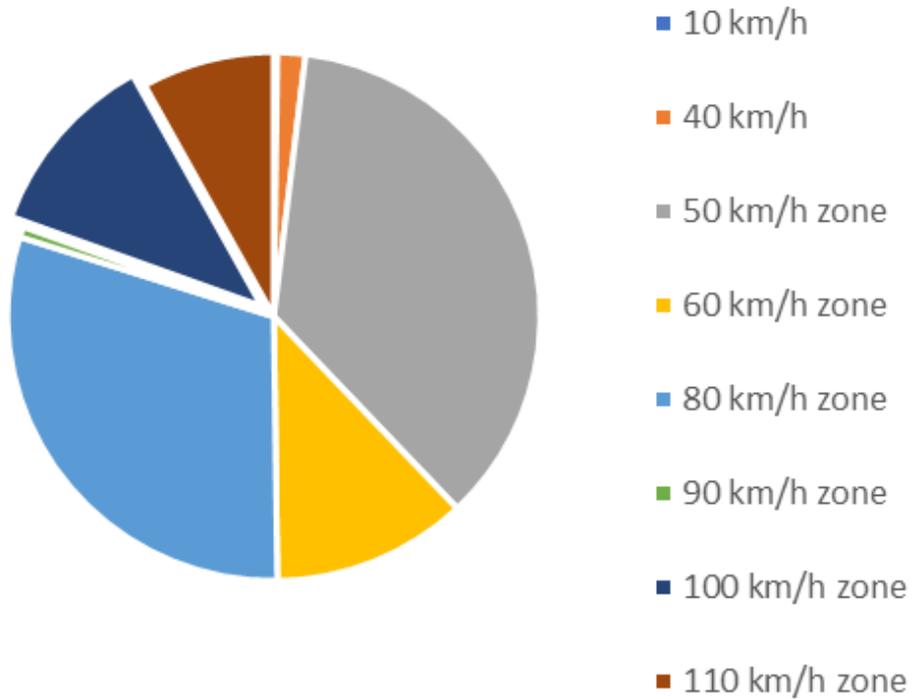
**Byron Council Context**

To help Byron Shire Council understand local road safety issues and help plan road safety campaigns TfNSW annually provide Byron Shire Council with a comprehensive analysis of crash data within Byron Shire Council – refer to Attachment 1.

10

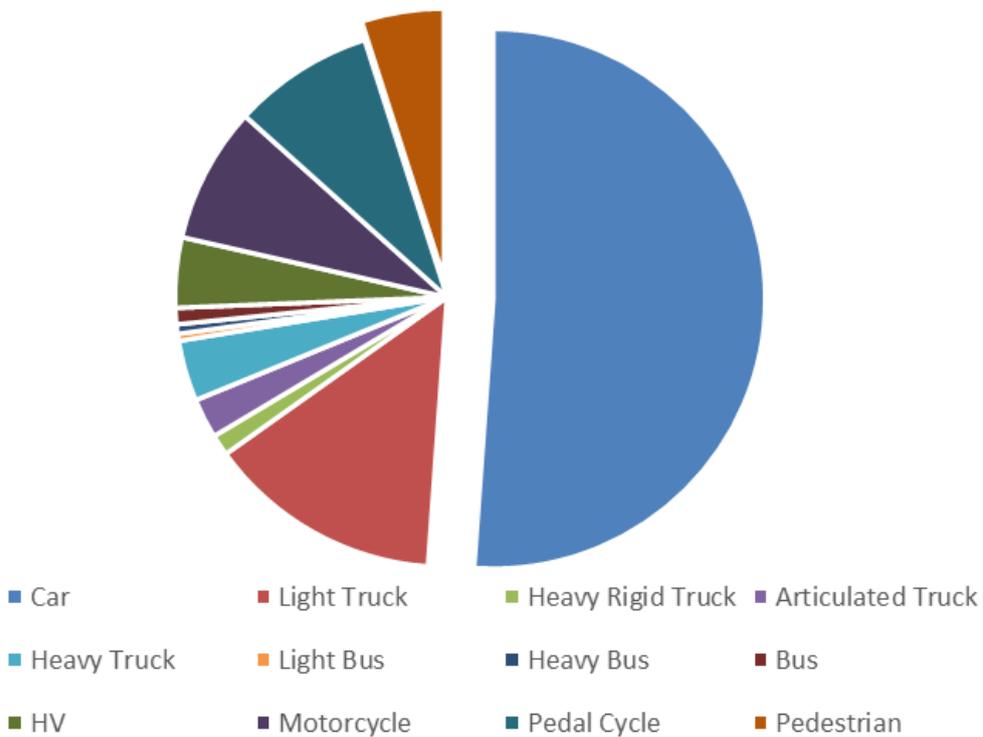
Below is a summary of some key crash data for Byron Shire. Using this data TfNSW encourages Local Council’s to target Road Safety campaigns. A list of the different campaigns TfNSW encourage Local Council’s to target are presented on the TfNSW site Centre of Road Safety.

Speed Limits where crashes occur



This chart shows 50% of all crashes occur in 10-60k/h speed zones - urban areas like, Ewingsdale and Byron Bay. 30% occur in 80k/h rural roads.

Crash Types



# BYRON SHIRE COUNCIL

## STAFF REPORTS - INFRASTRUCTURE SERVICES

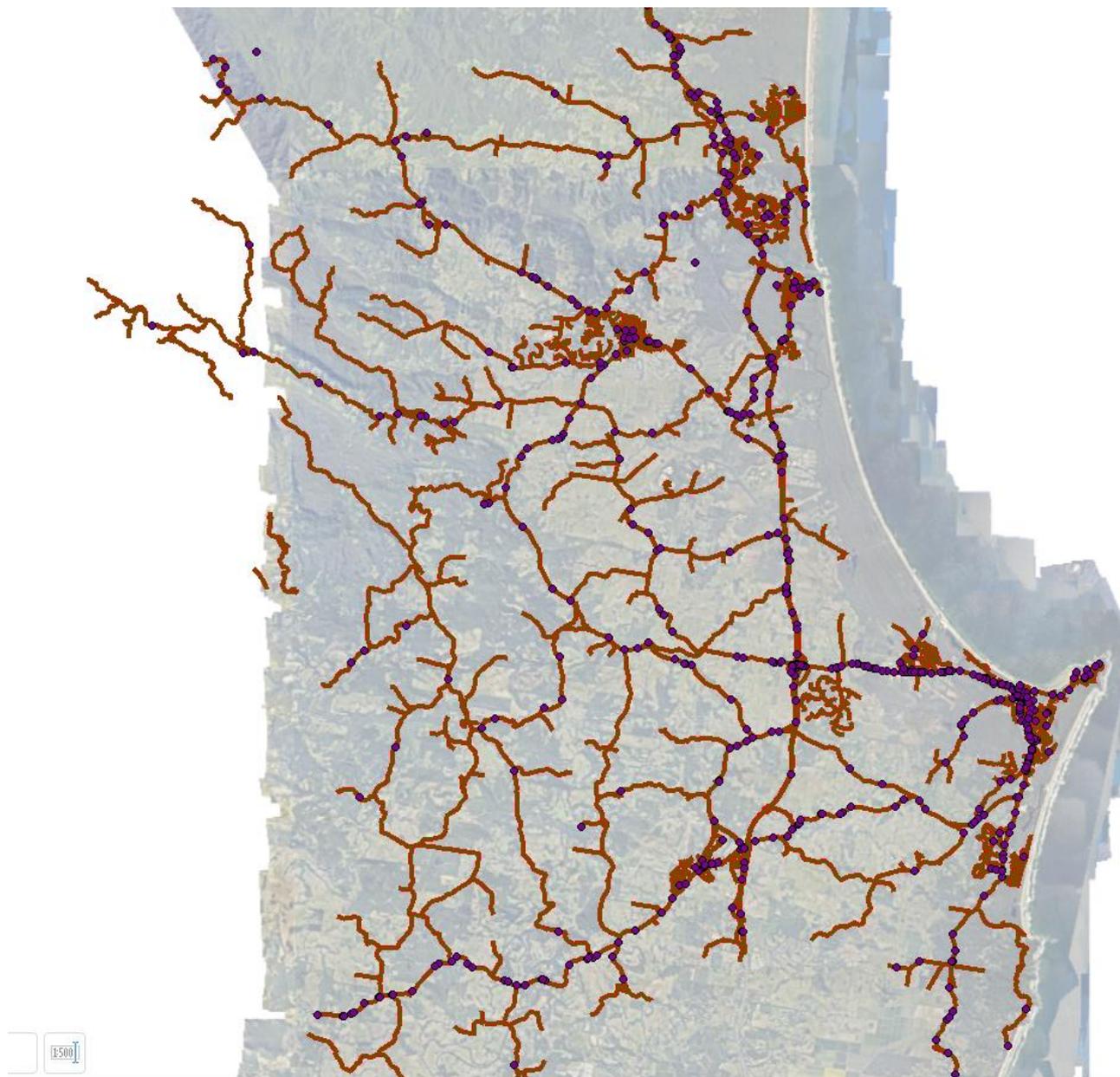
4.3

Type of crash	# Crashes	% of Total
Car crash	365	77.3 %
Light truck crash	100	21.2 %
Heavy rigid truck crash	9	1.9 %
Articulated truck crash	17	3.6 %
Heavy truck crash	26	5.5 %
Light bus crash	3	0.6 %
Heavy bus crash	4	0.8 %
Bus crash	7	1.5 %
Heavy vehicle crash	30	6.4 %
Motorcycle crash	58	12.3 %
Pedal cycle crash	60	12.7 %
Pedestrian crash	35	7.4 %

The above data shows 77.3% of all crashes involve cars. 41.5% of crashes involves a bus or truck. 20.1% of all crashes involve pedestrians or bikes.

5 The image below also presents dots showing the location of known crashes that have occurred over the past 5 years.

Additional input is gained from community requests and feedback saved to a traffic and transport requests register. Anecdotally, the most common request / concern is speeding related.



***Transport for NSW***

To facilitate road safety and drive the road toll towards zero TfNSW have several critical and connected resources:-

- Centre for Road Safety
- 5 • Safer Roads NSW
- Towards zero
- Local Government Road Safety Program

The aim of these resources is to target both behaviour change and safe road infrastructure.

10 *Centre for Road Safety*

The TfNSW Centre for Road Safety facilitates research into road safety, provides Crash Data information at both state and local levels and provides resources to undertake Road Safety Campaigns.

In particular, the centre for Road Safety provides resources to target the following:

- 15 • *Towards Zero*

A general campaign to encourage road users to change the way they think about safety and has a goal of achieving a zero-road toll across NSW.

The critical significant f this target area is reinforced by the dedicated Towards Zero website.

- 20 • *Saving Lives on Country Roads*

Target's country drivers to challenge the everyday excuses used to justify unsafe behaviour on the road. More than 70 per cent of fatal crashes on country roads involve country residents.

- *Stop it ... or Cop it*

25 Warns drivers, riders and all road users breaking the road rules that they can be caught anywhere and at any time.

- *Ride to Live*

Targets safer motorcycle decision making

- *Don't trust your tired self*

30 Encourages people to not drive if they're tired.

- *Plan B*

Targets drink driving

- *Get Your Hand Off It*

Targets the use of mobile devices while driving

- 5
- *Look Out Before You Step Out*

Targets improved pedestrian safety around high traffic areas

- *Be Truck Aware*

Targets taking care around trucks

- *Be Bus Aware*

- 10
- Targets better behaviour of all road users around buses

- *Go Together*

Helps drivers, bicycle riders and pedestrians understand how changes to the law will help everyone respect each other's space and stay safe.

- *They're counting on you*

- 15
- encourages the correct use of child car seats

### Safer Roads NSW

Given the significant part speed plays in road crashes the TfNSW website - Safer Roads NSW – specifically targets speeding. TfNSW encourages the community to submit speed zone review requests through this website and requests for temporary speed cameras.

- 20
- Typically, staff direct community requests for speed zone reviews to this website for 3 reasons:

1. it educates the public on how they can have direct access to TfNSW;
2. TfNSW alone have the delegated authority to modify speed limits; and
3. it helps remove the misunderstanding that Council has delegated authority to modify speed limits.

25

### Local Government Road Safety Program

To help local governments embed road safety across the workplace TfNSW help fund road safety through the Local Government Road Safety Program. This program can help plan and priorities safety campaigns, provide funding for campaigns and provide support funding for a Road Safety Officer.

30

Road Infrastructure Funding

In addition to the above TfNSW resources the Federal government also provides funding opportunities to help address road infrastructure. Examples of the funding opportunities includes:

- 5
- Safer Roads Grant
  - Black Spot Funding

**Key issues**

As per above discussion.

**Options**

10 N/A

**Next steps**

This report is provided to inform a workshop session to generate discussion, ideas and suggestions regarding road safety messaging and location of safety signage

**Other sub-headings**

15 N/A

**Strategic Considerations**

**Community Strategic Plan and Operational Plan**

There are no actions or activities in the Community Strategic Plan and Operational Plan to address road safety.

20 **Recent Resolutions**

- 20/405

**Legal/Statutory/Policy Considerations**

N/A

**Financial Considerations**

25 Staff have submitted a business case in relation to a Road Safety Officer.

No additional funding has been considered or allocated by Council for specific road safety programs / campaigns.

Limited funding may be obtained through TfNSW funding and support.

## **Consultation and Engagement**

TfNSW representatives have been invited to partake in the TIAC workshop discussion.

# BYRON SHIRE COUNCIL

## STAFF REPORTS - INFRASTRUCTURE SERVICES

## 4.3 - ATTACHMENT 1

10/05/2021

Summary crash report - Power BI

**582** casualties  
from **472** crashes
 

Summary crash report

 Date of crash

### Summary

Year	# Crashes	# Casualties	Degree of crash - detailed	# Crashes	% of Total	Degree of casualty - detailed	# Casualties	% of Total	Road user class	# Casualties	# Casualties without safety device	% Casualties by class without safety device
2015	24	33	Fatal	8	1.7%	Killed	9	1.5%	Motor vehicle driver	351	11	3.1%
2016	107	126	Serious Injury	109	23.1%	Seriously Injured	117	20.1%	Motorcycle rider	57	2	3.5%
2017	110	135	Moderate Injury	250	53.0%	Moderately Injured	309	53.1%	PIC rider	61	10	16.4%
2018	90	120	Minor/Other Injury	103	21.8%	Minor/Other Injured	145	24.9%	Pedestrian	35		
2019	91	111	Uncategorised Injury	2	0.4%	Uncategorised Injured	2	0.3%	Motor vehicle passenger	76	3	3.9%
2020	50	57							Motorcycle passenger	2		
<b>Total</b>										<b>582</b>	<b>26</b>	<b>4.5%</b>

Crashes with speeding involved		Crashes with fatigue involved	
124	26.3%	49	10.4%

### Crash

Type of crash	# Crashes	% of Total
Car crash	365	77.3%
Light truck crash	100	21.2%
Heavy rigid truck crash	9	1.9%
Articulated truck crash	17	3.6%
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Light bus crash	3	0.6%
Heavy bus crash	4	0.8%
Bus crash	7	1.5%
Heavy vehicle crash	30	6.4%
Motorcycle crash	58	12.3%
Pedal cycle crash	60	12.7%
Pedestrian crash	35	7.4%

RUM group	# Crashes	% of Total
Pedestrian	34	7.2%
Veh's from adjacent direction - intersections only	46	9.7%
Vehicles from opposing direction	60	12.7%
Vehicles from same direction	93	19.7%
Manoeuvring	31	6.6%
Overtaking	3	0.6%
On path	16	3.4%
Off path, on straight	64	13.6%
Off path, on curve	122	25.8%
Miscellaneous	3	0.6%

### Road

Type of location group	# Crashes	% of Total
Intersection locations	147	31.1%
Non-intersection locations	325	68.9%

Speed limit	# Crashes	% of Total
10 km/h	1	0.2%
40 km/h	8	1.7%
50 km/h	170	36.0%
60 km/h	56	11.9%
80 km/h	142	30.1%
90 km/h	3	0.6%
100 km/h	54	11.4%
110 km/h	38	8.1%

Data source	# Crashes	% of Total
Police investigated	392	83.1%
Self reported	80	16.9%

Road classification (legal)	# Crashes	% of Total
State highway	61	12.9%
Other classified road	206	43.6%
Unclassified road	205	43.4%

Surface condition	# Crashes	% of Total
Wet	80	16.9%
Dry	392	83.1%

Collision type	# Crashes	% of Total
Multi vehicle	291	61.7%
Single vehicle	181	38.3%

### When

One-hour intervals	# Crashes	% of Total
00:01 - 00:59	10	2.1%
01:00 - 01:59	6	1.3%
02:00 - 02:59	6	1.3%
03:00 - 03:59	8	1.7%
04:00 - 04:59	7	1.5%
05:00 - 05:59	3	0.6%
06:00 - 06:59	10	2.1%
07:00 - 07:59	17	3.6%
08:00 - 08:59	38	8.1%
09:00 - 09:59	33	7.0%
10:00 - 10:59	26	5.5%
11:00 - 11:59	27	5.7%
12:00 - 12:59	20	4.2%
13:00 - 13:59	34	7.2%
14:00 - 14:59	32	6.8%
15:00 - 15:59	34	7.2%
16:00 - 16:59	41	8.7%
17:00 - 17:59	37	7.8%
18:00 - 18:59	13	2.8%
19:00 - 19:59	19	4.0%
20:00 - 20:59	14	3.0%
21:00 - 21:59	12	2.5%
22:00 - 22:59	13	2.8%
23:00 - Midnight	12	2.5%

Day of week	# Crashes	% of Total
Sunday	65	13.8%
Monday	52	11.0%
Tuesday	78	16.5%
Wednesday	72	15.3%
Thursday	79	16.7%
Friday	54	11.4%
Saturday	72	15.3%

Public holiday period	# Crashes	% of Total
New Year period	2	0.4%
Australia Day period	1	0.2%
Easter period	8	1.7%
Anzac Day period	1	0.2%
Queen's birthday period	1	0.2%
Labour Day period	5	1.1%
Christmas period	8	1.7%

Weather	# Crashes	% of Total
Fine	382	80.9%
Raining	55	11.7%
Overcast	32	6.8%
Fog or mist	1	0.2%
Unknown	2	0.4%

Weekend crashes	# Crashes	% of Total
137	29.0%	

Weekday crashes	# Crashes	% of Total
335	71.0%	

School travel time	# Crashes	% of Total
Yes	111	23.5%
No	361	76.5%

School holiday period	# Crashes	% of Total
January school holidays	33	7.0%
End term 1	27	5.7%
End term 2	19	4.0%
End term 3	15	3.2%
December school holidays	12	2.5%

Natural lighting	# Crashes	% of Total
Dawn	6	1.3%
Daylight	331	70.1%
Dusk	22	4.7%
Darkness	113	23.9%

School zone active	# Crashes	% of Total
Yes	1	0.2%
No	9	1.9%
Not a school zone	462	97.9%

Street lighting	# Crashes	% of Total
On	44	9.3%
Off	108	22.9%
Nil	240	50.8%
Unknown / not stated	80	16.9%

Report filters: Date of crash between 1/10/2015 and 30/09/2020 | Degree of crash - detailed = Fatal, Serious Injury, Moderate Injury, Minor/Other Injury, Uncategorised Injury | LGA of crash = Byron  
Crash self reporting, including self reported injuries began in Oct 2014. Trends from 2.
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<https://app.powerbi.com/groups/me/apps/310b2324-3d24-4464-9df8-0d209c0201b0/reports/a56c8057-1122-477f-b949-7304aea1c01d/ReportSe...> 1/1