

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, 11 April 2024 |
| Time | 1.00pm |

Phil Holloway
Director Infrastructure Services

I2024/538
Distributed 04/04/24



BYRON
SHIRE
COUNCIL

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

Sustainable Environment and Economy

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| 4.1 | Burringbar Street Draft Concept Design | 16 |
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Infrastructure Services

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| 4.3 | Active Transport Plan Update | 58 |

BYRON SHIRE COUNCIL

ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

3.1

ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

Report No. 3.1 Adoption of Minutes from Previous Meeting

Directorate: Infrastructure Services

5 **File No:** I2024/343

RECOMMENDATION:

- 10 **That the minutes of the Moving Byron Advisory Committee Meeting held on 12 December 2023 be confirmed.**

Attachments:

- 15 1 Minutes 12/12/2023 Moving Byron Advisory Committee, I2023/1971 , page 10 [!\[\]\(33006de4dd11f8c729ca8ca0fde0352f_img.jpg\)](#)

Report

The attachment to this report provides the minutes of the Moving Byron Advisory Committee Meeting of 12 December 2023 .

5 Report to Council

The minutes were reported to Council on 22 February 2024.

Comments

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

24-044 Resolved that Council adopts the following Committee Recommendation:

Report No. 4.1 Kolara Way - Alternative Scope of Works

Committee Recommendation 4.1.1

1. That Council proceeds with the long term project as originally resolved for a separate cycle/pedestrian bridge on the north side of Kolara Way at Yelgun Creek including the likelihood of an EIS.
2. That Council arranges a temporary cycle/pedestrian lane on the north side of the existing bridge and use the south lane for priority controlled traffic with No Passing.
3. That Council commences the Helen Street bridge repair after the works in point 2 above are in operation.

24-045 Resolved that Council adopts the following Committee Recommendation:

Report No. 4.2 Public Transport Workshop Outcomes

Committee Recommendation 4.2.1

1. That the Moving Byron Committee note the ongoing work with TfNSW to help achieve the Shires Public Transport expectations.
2. That staff provide a follow up Public Transport Workshop to discuss other modes of public transport not discussed at this workshop (Moving Byron

BYRON SHIRE COUNCIL

ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

3.1

Public Transport Workshop, 13 November 2023).

3. That Council facilitates discussion with TfNSW and bus companies regarding Ocean Shores to Byron service and other improvements to the bus routes and timetables.
4. Council note the following issues presented as current and urgent issues with the bus system requiring attention to address customer needs.
 - a) Poorly presented timetable formation
 - b) Dysfunctional 'trip planner' coordinated by TfNSW.
 - c) Better understanding and attention to meeting the needs of disabled and mobility challenged people.
5. That the next Moving Byron Committee receive the report on the progress and funding on the following issues, which come from the Moving Byron Strategy:
 - 5.2.2 Survey community to identify service gaps and undertake route evaluation.
 - 5.2.3 Undertake data collection and research project to understand.
 - Non-work and tourist visitor travel patterns and demand.
 - Identify grant and other funding opportunities.
 - 5.2.6 Understand the movement needs of tourist visitors and opportunities to align services that can cater to experiential, commuter, and other cohorts.
 - 5.2.7 Complete review of bus stop and facilities in town and village centres to identify opportunities to provide central locations, enhance convenience, connectivity, and accessibility.
 - 5.2.8 Provide bus bay adjacent to Tourism Information Centre in Jonson Street Byron Bay and support town bus services circulating in the town centre.
 - 5.3.3 Review Development Control Plans, Master Plans, and relevant policy to facilitate and promote shared transport options in land use and place planning.
 - 7.2.3 Amend development assessment criteria for transport infrastructure including for Traffic Impact Assessments to include:
 - Counts for pedestrians, cyclists, and other road users.
 - Measures that address risks to all road users (including pedestrians and cyclists).
 - The provision of public transport facilities.
 - Travel Demand Management strategies.
 - 8.1.4 Identify and develop a priority funding plan for hinterland connection points, such as bus transfers at road intersections and nodes such as

BYRON SHIRE COUNCIL

ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

3.1

halls and schools that can be made safer with improved facilities such as bus bays, signage, kiss and ride etc.

Minutes of Meeting

Moving Byron Advisory Committee Meeting

| | |
|-------|--|
| Venue | Conference Room, Station Street, Mullumbimby |
| Date | Tuesday, 12 December 2023 |
| Time | 12:30pm |



BYRON SHIRE COUNCIL

ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

3.1 - ATTACHMENT 1

BYRON SHIRE COUNCIL

ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

3.1 - ATTACHMENT 1

BYRON SHIRE COUNCIL

MOVING BYRON ADVISORY COMMITTEE MEETING MINUTES
2023

12 DECEMBER

Minutes of the Moving Byron Advisory Committee Meeting held on Tuesday, 12 December 2023

File No: I2023/1971

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

Staff:

Samuel Frumpui (Manager Works)

James Flockton (Infrastructure Planning Coordinator)

Judd Cornwall (Transport Engineer)

Josh Walton (Project Engineer)

Dominika Tomanek (Minute Taker)

Community Representatives: Basil Cameron, Geoffrey Meers, Ian Pickles,
Annie Villeseche

Cr Westheimer (Chair) opened the meeting at 12:33 pm and acknowledged that the meeting was being held on Bundjalung Country.

ATTENDANCE VIA AUDIO-VISUAL LINK:

APOLOGIES:

Jack Dods

Margaret Robertson

Phil Holloway (Director Infrastructure Services)

Cr Cate Coorey

BYRON SHIRE COUNCIL

ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

3.1 - ATTACHMENT 1

BYRON SHIRE COUNCIL

MOVING BYRON ADVISORY COMMITTEE MEETING MINUTES
2023

12 DECEMBER

DECLARATIONS OF INTEREST – PECUNIARY AND NON-PECUNIARY

There were no declarations of interest.

ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

Report No. 3.1 Adoption of Minutes from Previous Meeting
File No: I2023/1952

Committee Recommendation:

That the minutes of the Moving Byron Advisory Committee Meeting held on 31 August 2023 be confirmed.

(Vilseche/Pickles)

The recommendation was put to the vote and declared carried.

BUSINESS ARISING FROM PREVIOUS MINUTES

Election of Chair

RECOMMENDATION:

Cr Westheimer has been appointed as chairperson for the Moving Byron Advisory Committee for the rest of term of this Council.

Note: Committee member Basil Cameron requested all documents provided for the future meetings of this committee be more accessible and that the colour on the main screen in the Conference Room be inverted.

STAFF REPORTS - INFRASTRUCTURE SERVICES

Report No. 4.1 Kolora Way - Alternative Scope of Works
File No: I2023/1391

Committee Recommendation:

- 1. That Council proceed with the long term project as originally resolved for a separate cycle/pedestrian bridge on the north side of Kolora Way at Yelgun Creek including the likelihood of an EIS.**
- 2. That Council arrange a temporary cycle/pedestrian lane on the north side of the existing bridge and use the south lane for priority controlled traffic with No**

BYRON SHIRE COUNCIL

MOVING BYRON ADVISORY COMMITTEE MEETING MINUTES
2023

12 DECEMBER

Passing.

- 3. That Council commence the Helen Street bridge repair after the works in point 2 above are in operation.** (Coorey/Villeseche)

The recommendation was put to the vote and declared carried.

Report No. 4.2 Public Transport Workshop Outcomes
File No: I2023/1862

Committee Recommendation:

- 1. That the Moving Byron Committee note the ongoing work with TfNSW to help achieve the Shires Public Transport expectations.**
- 2. That staff provide a follow up Public Transport Workshop to discuss other modes of public transport not discussed at this workshop (Moving Byron Public Transport Workshop, 13 November 2023).**
- 3. That Council facilitate discussion with TfNSW and bus companies regarding Ocean Shores to Byron service and other improvements to the bus routes and timetables.**
- 4. Council note the following issues presented as current and urgent issues with the bus system requiring attention to address customer needs.**
 - a) Poorly presented timetable formation**
 - b) Dysfunctional 'trip planner' coordinated by TFNSW.**
 - c) Better understanding and attention to meet g the needs of disabled and mobility challenged people.**
- 5. That the next Moving Byron Committee receive the report on the progress and funding on the following issues, which come from the Moving Byron Strategy:**
 - 5.2.2 Survey community to identify service gaps and undertake route evaluation..**
 - 5.2.3 Undertake data collection and research project to understand**
 - Non-work and tourist visitor travel patterns and demand.**
 - Identify grant and other funding opportunities.**
 - 5.2.6 Understand the movement needs of tourist visitors and opportunities to align services that can cater to experiential, commuter, and other cohorts.**

BYRON SHIRE COUNCIL

MOVING BYRON ADVISORY COMMITTEE MEETING MINUTES
2023

12 DECEMBER

5.2.7 Complete review of bus stop and facilities in town and village centres to identify opportunities to provide central locations, enhance convenience, connectivity, and accessibility.

5.2.8 Provide bus bay adjacent to Tourism Information Centre in Jonson Street Byron Bay and support town bus services circulating in the town centre.

5.3.3 Review Development Control Plans, Master Plans, and relevant policy to facilitate and promote shared transport options in land use and place planning.

7.2.3 Amend development assessment criteria for transport infrastructure including for Traffic Impact Assessments to include

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

8.1.4 Identify and develop a priority funding plan for hinterland connection points, such as bus transfers at road intersections and nodes such as halls and schools that can be made safer with improved facilities such as bus bays, signage, kiss and ride etc. (Cameron/Westheimer)

The recommendation was put to the vote and declared carried.

Note: Annie Villeseche requested standing item at the agenda on progress against the priorities identified in PAMP and Bike Plan.

Note: Cr Westheimer requested the report on the Rail Line Degradation Study to be received at the next Moving Byron Committee.

There being no further business the meeting concluded at 2:34 pm.

STAFF REPORTS - SUSTAINABLE ENVIRONMENT AND ECONOMY

Report No. 4.1 Burringbar Street Draft Concept Design

Directorate: Sustainable Environment and Economy

5 **Report Author:** Stephanie McMurray, Place Liaison Officer

File No: I2024/326

Summary:

Following site analysis, consultation and workshops held in 2023, Council have developed a Draft Concept Design for Burringbar Street, Mullumbimby.

10 The Concept Design looks at ways to make Burringbar Street more:

- Accessible
- Safe for pedestrians
- Vibrant
- Enjoyable.

15 The draft design has been informed by the project objectives as guided by the 'Our Mullumbimby Master Plan, previous supporting projects, site analysis and extensive consultation.

The Draft Concept Design is provided at Attachment 1 (E2024/16870).

20 An Exhibition report providing detailed site analysis, background information and further details of the design features is provided at Attachment 2 (E2024/3881).

Council is seeking feedback and advice on this Draft Concept Design to support a final Concept.

25 Following this exhibition period, feedback and public submissions will be reviewed and a final Concept Design will be presented for endorsement.

RECOMMENDATION:



30 **That the Moving Byron Committee notes the Draft Concept Design – attachment 1 (E2024/16870) and Street Sections for Burringbar Street and provide the following advice:**

BYRON SHIRE COUNCIL

STAFF REPORTS - SUSTAINABLE ENVIRONMENT AND ECONOMY

4.1

Attachments:

- 1 Burringbar Street Draft Concept Design, E2024/16870 , page 26 [↓](#) 
- 5 2 Draft Burringbar Street Concept Design - Exhibition Report, E2024/3881 , page 27 [↓](#) 

Report

Following site analysis, consultation and workshops held in 2023, Council have developed a Draft Concept Design for Burringbar Street, Mullumbimby.

The Concept Design looks at ways to make Burringbar Street more:

- 5
- Accessible
 - Safe for pedestrians
 - Vibrant
 - Enjoyable.

10 The proposed changes are in line with the number one priority project coming out of the Council adopted 'Our Mullumbimby Master Plan'.

Key changes to Burringbar Street proposed in this design include:

- 15
- **Widen existing footpaths** from 3.5m to 5.1m to improve access and allow for afresco dining and public seating.
 - **Raised 10km/hr shared zone at Burringbar and Stuart Street intersection** where people have priority to cross in any direction.
 - **Additional pedestrian crossings** at Dalley Street and adjacent to laneways.
 - **Station Street Intersection priority change.**
 - **Informal pedestrian crossings** across Burringbar Street near Studal Lane and McGoughans Lane.

20

 - **Remove dedicated cycle lanes** on Burringbar Street and integrate cyclists within the vehicle lanes, guiding cyclists to claim the lane.
 - **Net loss of car parks** in project area is kept to a minimum (10)
 - **Retain existing 60-degree angled carparking** to both sides of the street and include new loading, kiss and ride, taxi and bus stop bays. Spaces designed to minimise overhang impact on footpath without the use of wheel stops.

25

 - **Relocate taxi zone on Stuart Street** to Burringbar Street and replace with angled parking.
 - **Relocate bus stop zone** pending discussions with Transport NSW and bus companies.

30

 - **Additional mobility parking spaces** increased from 3 to 4.

- **Loading bays added.**

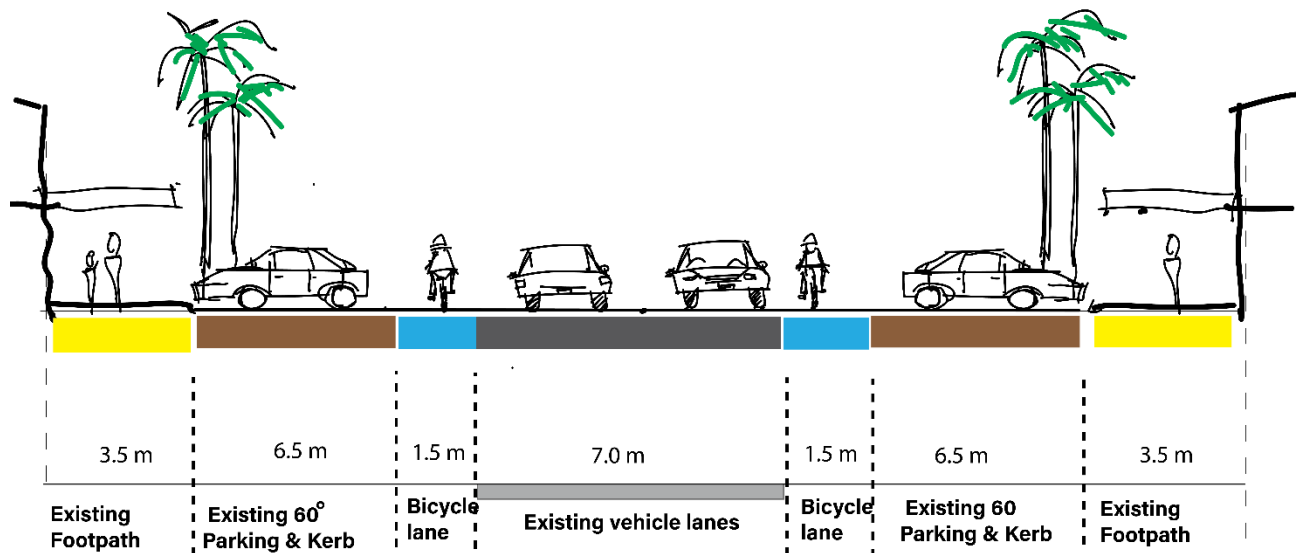
The Draft Concept Design is provided at Attachment 1 (E2024/16870) and shown on the following page.

- 5 Further information on the site analysis, consultation and design work done to date is contained in the Exhibition Report provided at Attachment 2 (E2024/3881).





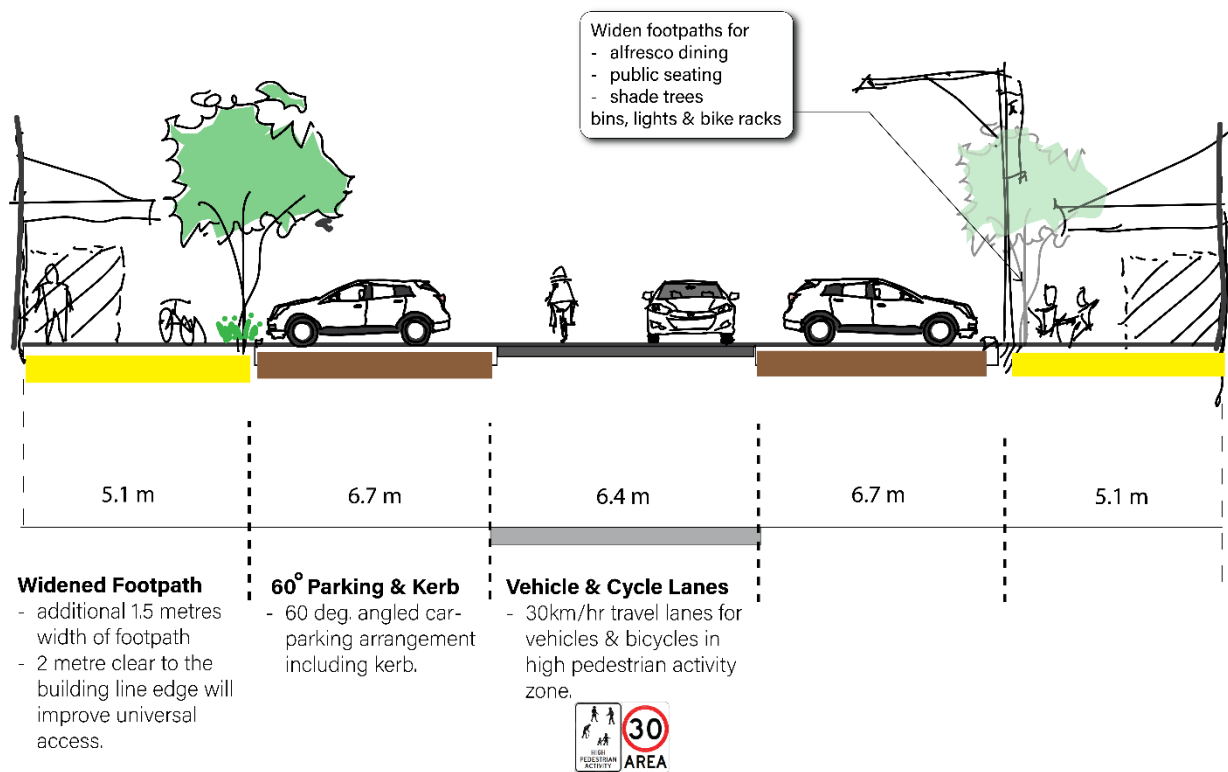
The following images present the current street section and the proposed sections for the length of Burringbar Street and the Burringbar Street/Stuart Street intersection (proposed 10km Shared Zone).



SECTIONS - Existing
Burringbar Street

BURRINGBAR STREET CONCEPT DESIGN

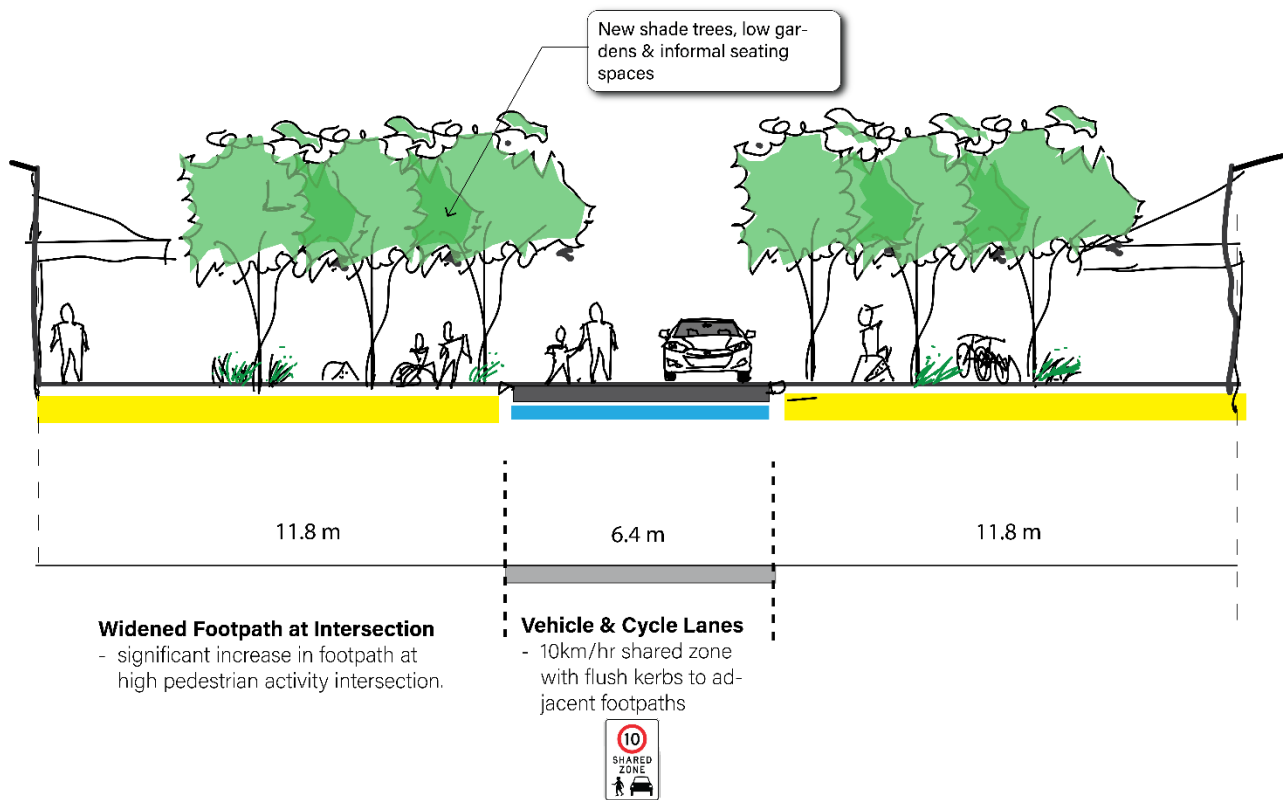




SECTIONS - Proposed
Burringbar Street

BURRINGBAR STREET CONCEPT DESIGN : *Talking Street*





SECTIONS - Proposed Intersection of Burringbar & Stuart St. BIRRINGBAR STREET CONCEPT DESIGN



Next steps

Following the public exhibition period (February 26 – March 24, 2024), a final Concept Design will be developed.

- 5 The aim is present a final Concept Design to Council for endorsement by June 2024.

Strategic Considerations

Community Strategic Plan and Operational Plan

| CSP Objective | CSP Strategy | DP Action | Code | OP Activity |
|-------------------|--|--|---------|---|
| 4: Ethical Growth | 4.1: Manage responsible development through effective place and space planning | 4.1.3: Town / Village Masterplans - Develop, implement and update Place Plans that promote place-based forward planning strategies and actions | 4.1.3.2 | Prepare design drawings for Burringbar Street renewal (priority action from Our Mullumbimby Masterplan) |

Recent Resolutions

- 5
- **22-312** Burringbar Talking Street Mullumbimby - Evaluation of the Trial, 23 June 2022

Legal/Statutory/Policy Considerations

N/A

Financial Considerations

10 The Concept Design will support State and Federal funding grant applications to develop further detailed design and construction.

Consultation and Engagement

Refer to the Exhibition Report at Attachment 2 (E2024/3881) for details of consultation and engagement completed to date.



Draft Concept Design

Burringbar Street, Mullumbimby

Exhibition Report February 2024



Draft Concept Design – Burringbar Street, Mullumbimby

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Draft Concept Design – Burringbar Street, Mullumbimby

Introduction

We are developing a Concept Design for Burringbar Street, Mullumbimby.

This report presents a draft design for community to review and provide feedback on.

A Concept Design is a visual plan that considers streetscape elements such as placemaking, accessibility, pedestrian safety, public space, landscaping, cyclists, vehicle movement and parking.

It looks at ways to make Burringbar Street a more accessible, safe, inclusive, vibrant, and enjoyable place to be.

The aim is to develop a Concept Design that reflects what local businesses and the wider community want for this street in the future.

The Concept Design will support State and Federal funding grant applications to develop further detailed design and construction.

Figure: Project Scope Area – Burringbar Street, Mullumbimby



Project Objectives

The project objectives for the Concept Design of Burringbar Street are as follows.

- To prioritise pedestrian safety and connectivity
- To improve accessibility for all users
- To include place making initiatives that support social and commercial life
- To consider impacts on key elements in the street such as car parking
- To support safer active travel – especially for cyclists
- To support a green street and sustainability objectives
- To set the basis for a design that celebrates the cultural landscape
- To develop a design that is implementable – especially in terms of budget

Draft Concept Design – Burringbar Street, Mullumbimby

Background

OUR MULLUMBIMBY MASTERPLAN

The Concept Design project aligns with the Our Mullumbimby Masterplan 2019 document which identifies refreshing the main street as the priority project for the town. The Masterplan can be found on [Council's website](#).

A key objective of the Our Mullumbimby Masterplan is for traffic to move around the main street – primarily utilising Station Street, Fern Street, Tincogan Street and Dalley Street.

This objective has been supported recently with the completion of intersection priority changes along Tincogan Street. Road and footpath upgrades are also planned for Station Street and Fern Street.

Another supporting project within the Masterplan is to develop Stuart Street as a 'green spine', with a focus on pedestrians, cyclists and environment.

Figure: Mullumbimby town centre and key movement paths



HEALTHY STREETS REPORT

Transport for New South Wales undertook a 'Healthy Streets' Assessment of Burringbar Street in August 2023.

The Healthy Streets assessment references ten indicators to be prioritised and balanced to improve the social, economic, and environmental sustainability of a street.

The assessed scores are presented in the following table.

Draft Concept Design – Burringbar Street, Mullumbimby

| Healthy Streets Assessment Indicator | Score (out of 100) |
|--------------------------------------|--------------------|
| Everyone feels welcome | 41 |
| Easy to cross | 33 |
| Shade and shelter | 33 |
| Places to stop and rest | 53 |
| Not too noisy | 27 |
| People choose to walk and cycle | 41 |
| People feel safe | 39 |
| Things to see and do | 58 |
| People feel relaxed | 28 |
| Clean air | 0 |
| Healthy Streets Score Overall | 37 |

The assessment identified the following elements that impact the overall health of the street.

- Too many vehicles and too many heavy vehicles
- Speed issues at times
- Reducing through traffic is important for pedestrian safety
- Better treatments needed to reduce pedestrian and cyclist safety risks at intersections
- Lack of crossing facilities for pedestrians mid-block
- Good footpath widths but they are often cluttered
- Better buffers needed between footpaths and road lanes
- Seating opportunities should be spaced regularly along the street
- Need to implement a more consistent approach to cycling
- Step-free cycle parking is needed

Draft Concept Design – Burringbar Street, Mullumbimby

TALKING STREET TRIAL PROJECT

This Concept Design draws on learnings from the Burringbar Talking Street Trial project conducted in 2021 which was funded by the New South Wales 'Streets as Shared Spaces' Grant Program.

The trial included the following elements aiming to improve pedestrian safety and access and create more shared spaces.

- Speed zone reduction to 30km/hour pedestrian priority zone
- Pedestrian crossing installed on Burringbar Street near Station Street intersection
- Narrowing of Burringbar and Stuart Street intersection with bollards and road paint to slow traffic and improve pedestrian safety
- Entrance painting at each crossing either end of Burringbar Street
- Installation of two mini public space 'parklets' on Stuart Street
- Installation of eight sandstone seats
- Mural art at two corners of the central intersection depicting stories sacred to Country
- Wheel stops installed to create more space for pedestrians on footpaths
- Removal of cycling lanes at central intersection

More information about this project can be found in the [Council report from 23 June 2022](#).

Figure: Photo of narrowing of Burringbar and Stuart Street intersection during the trial



Draft Concept Design – Burringbar Street, Mullumbimby

Site Analysis

Burringbar Street plays an important role for the town and its surrounds as a place to conduct daily shopping, business and socialise. The structure of the street with its wide road reserve, awnings and heritage buildings provides a great platform for future improvement.

Issues to be considered include narrow footpaths, limited safe crossings for pedestrians and efforts to foster more areas for people to meet, chat, express themselves and host events.

A Site Analysis was conducted for the project area.

Figure: Perspective illustration of Burringbar Street



Draft Concept Design – Burringbar Street, Mullumbimby

The follow table provides a summary of observations during the site analysis.

| Project Objective | Site Observation |
|---|--|
| To prioritise pedestrian safety and connectivity | <ul style="list-style-type: none"> Car movements and speed can make it difficult for pedestrians to move freely and safely Footpath condition impacts pedestrian safety Footpaths are cluttered and more space would be preferable |
| To improve accessibility for all users | <ul style="list-style-type: none"> The street has many different levels impacting accessibility Footpath crossfalls and surface quality could be improved Activity along building frontages impacts accessibility |
| To include place making initiatives that support social and commercial life | <ul style="list-style-type: none"> There are limited opportunities for gathering and chatting Alfresco dining areas are limited Shaded seating and relaxing spaces are limited |
| To consider impacts on key elements in the street such as car parking | <ul style="list-style-type: none"> Car parking is highly sought after and desired by businesses Minimal dedicated loading and operational bays Public transport stop on Stuart street functioning poorly A parking survey in 2017 concluded that there are over 800 car parks within 5 minutes of the project area, and that there was always availability, even at peak times during weekends and school holidays |
| To support safer active travel – especially for cyclists | <ul style="list-style-type: none"> Dedicated bike lane existing but in dangerous location behind parking Uncertain cyclist movements around intersections Limited footpath space – not suitable to share with cyclists |
| To support a green street & sustainability objectives | <ul style="list-style-type: none"> Palms provide minimal shade and there are no shade or canopy trees Limited garden bed water capture infrastructure |
| To set the basis for a design that celebrates the cultural landscape | <ul style="list-style-type: none"> Strong community cultural expression opportunity Opportunity to improve street event delivery |
| To develop a design that is implementable | <ul style="list-style-type: none"> Look to incorporate works with scheduled water upgrades Most interventions will move the kerb and be substantial change |

Draft Concept Design – Burringbar Street, Mullumbimby

Consultation

The following consultation has been carried out to date to inform the draft Concept Design.

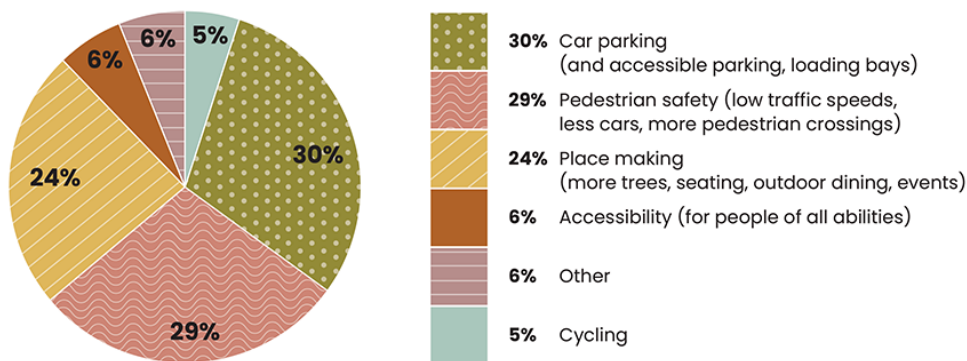
Online Survey

Council ran an online survey in September 2023 which asked community, what is most important for your street? We received over 200 responses.

We heard that car parking, pedestrian safety, and place-making were among the key concerns for users of Burringbar Street.

We also discussed the project and survey at an 'On Street Discussion' on 28 September 2023.

Figure: Number one priority selected by survey respondents.



Stakeholder Briefings

Council staff have also had direct briefing sessions with the following stakeholders to inform them about the project and get any initial feedback:

- Mullumbimby Chamber of Commerce Executive
- Transport for New South Wales
- New South Wales Police
- Council's Access Consultative Working Group
- Local bus company representatives
- Mullumbimby High School students

Note that we will be engaging these stakeholders again during the formal exhibition period.

Draft Concept Design – Burringbar Street, Mullumbimby

Concept Design Workshop

On Friday 13 October, the Concept Design Workshop took place with community, staff and state representatives. At the workshop the project objectives and site analysis were shared, and we heard from attendees who provided their insights into opportunities and constraints to inform the design.

The key themes to come out of the workshop were increased pedestrian safety, improved accessibility and inclusion, greater placemaking (such as seating, amenities, trees and greenery) and the desire to make the street a safer and more inclusive space. The day concluded with three potential concepts for a revitalised Burringbar Street, with varying levels of intervention required.

The options from the Concept Design Workshop are included at Appendix A.

Figure: Photo of stakeholders at the Concept Design Workshop



Draft Concept Design – Burringbar Street, Mullumbimby

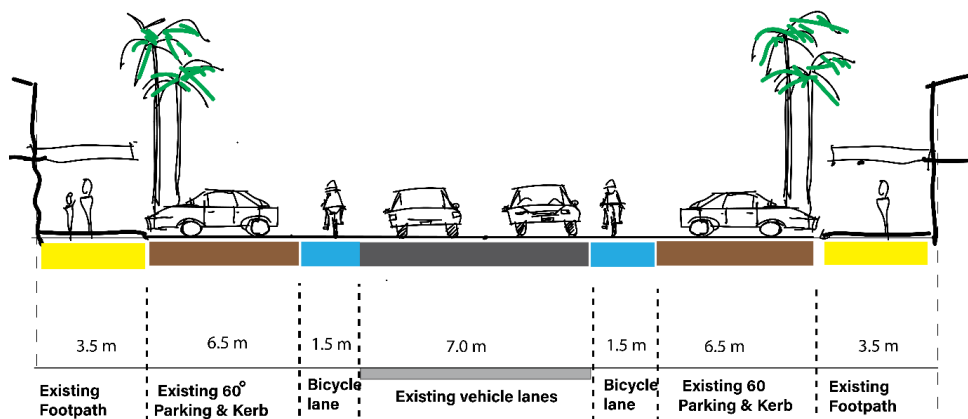
Draft Concept Design

The following pages present the Draft Concept Design.

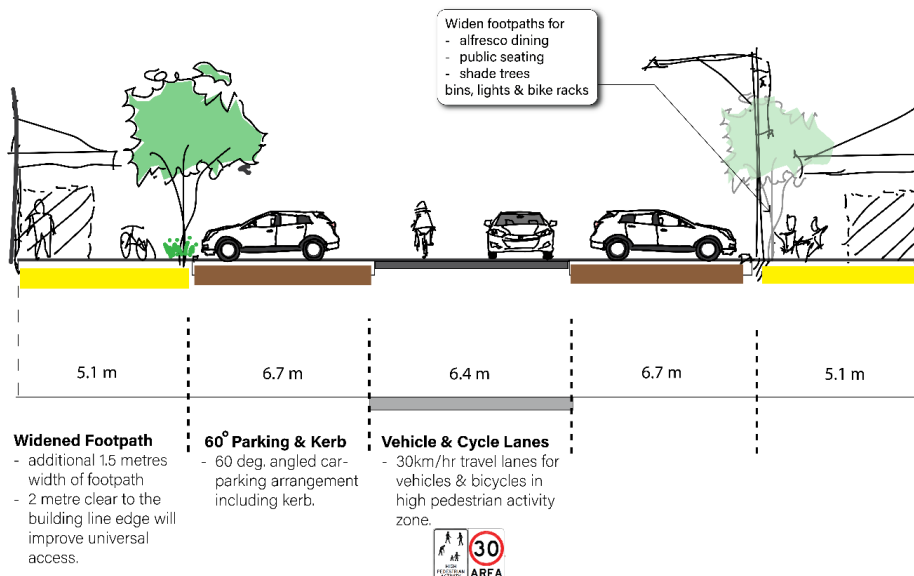
The draft design has been informed by the project objectives, background, site analysis and consultation as presented in this report.

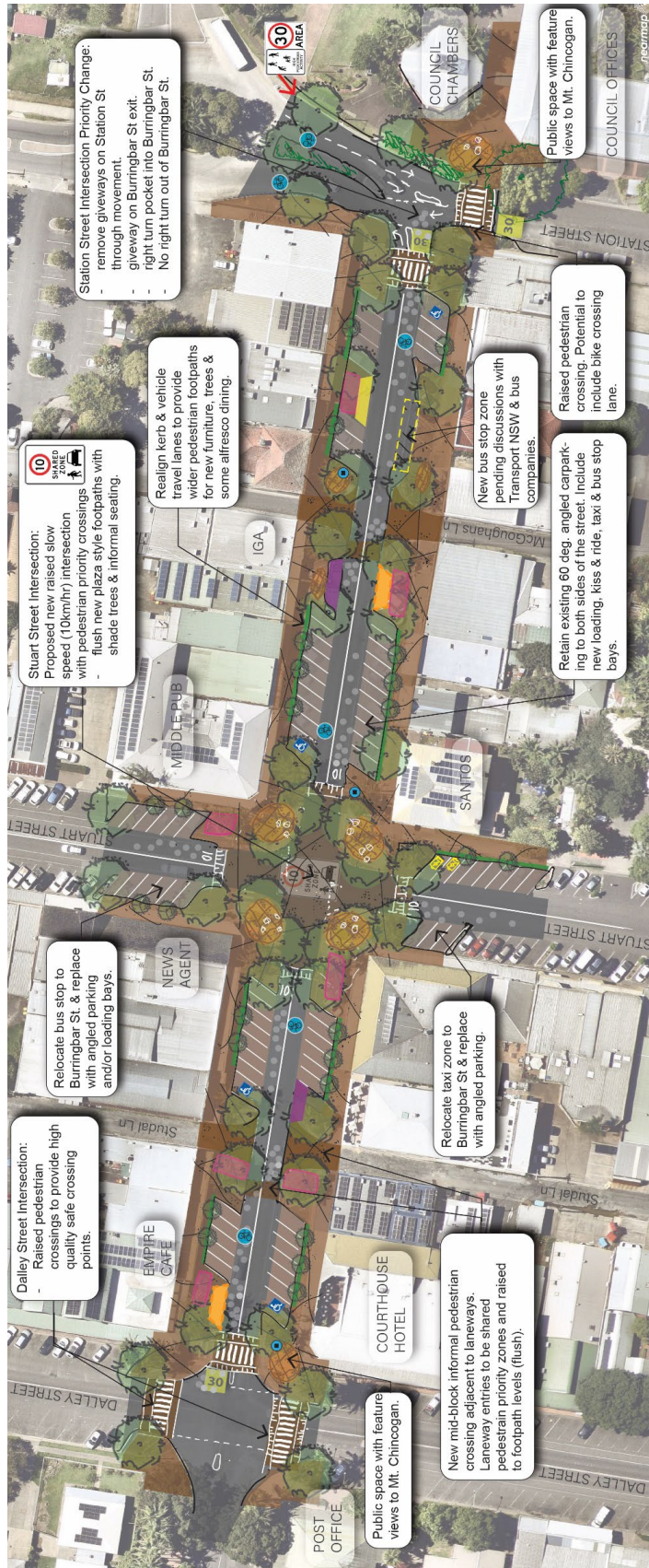
TYPICAL SECTIONS

Existing Street Section



Proposed Street Section



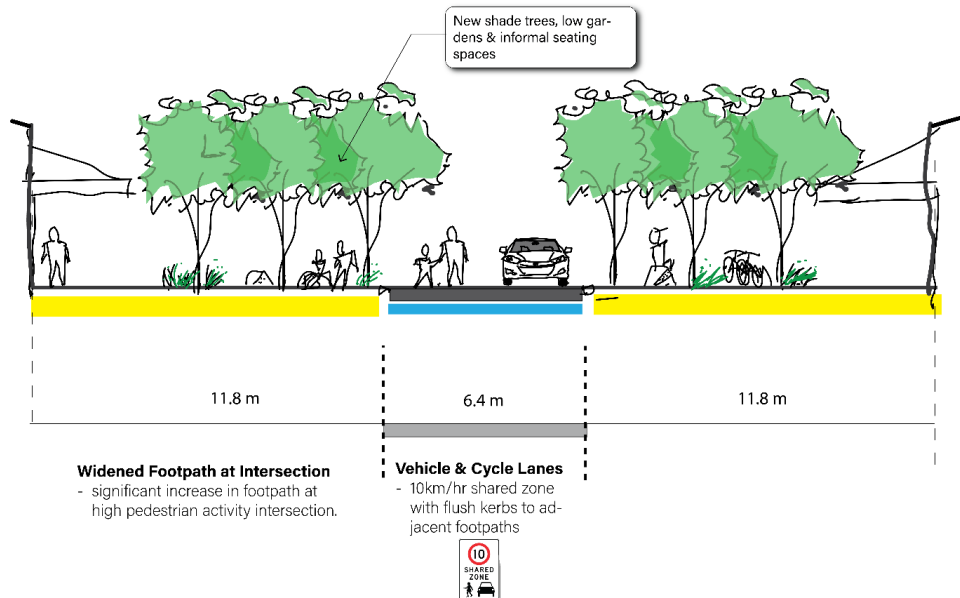


| | | | | |
|--|---|--|--|---|
| <p>High pedestrian activity street - 30km/hr lane-vehicles & bicycles.</p> | <p>Informal mid-block pedestrian crossings.</p> | <p>New raised zebra pedestrian crossings.</p> | <p>Dedicated motorcycle & bicycle parking zones.</p> | <p>30km/hr low speed travel lanes shared between vehicles & bicycles.</p> |
| <p>Proposed 60 deg. angled carparking.</p> | <p>Outdoor dining zones on footpaths.</p> | <p>Dedicated mobility parking spaces.</p> | <p>Dedicated electric vehicle charging parks.</p> | <p>10km/hr fully shared pedestrian priority zone.</p> |
| <p>Laneway entry/exits at same level as footpath.</p> | <p>Feature public realm spaces with informal seating, gardens and shade trees.</p> | <p>New bus stop and bus pull-in zone.</p> | <p>Water fountains.</p> | |
| <p>New kerbline with widened footpaths.</p> | <p>New shade trees with low gardens - local species refer to shade tree strategy.</p> | <p>Dedicated service/loading bay.</p> | <p>Bicycle users to share travel lane with vehicles.</p> | |
| <p>Raised 10km/hr low speed-shared zone with pedestrian priority crossing.</p> | | <p>Dedicated kiss & ride/taxi parking.</p> | | |

Draft Concept Design – Burringbar Street, Mullumbimby

CENTRAL INTERSECTION – BURRINGBAR AND STUART STREET

Proposed Street Section at Burringbar near Stuart Street intersection



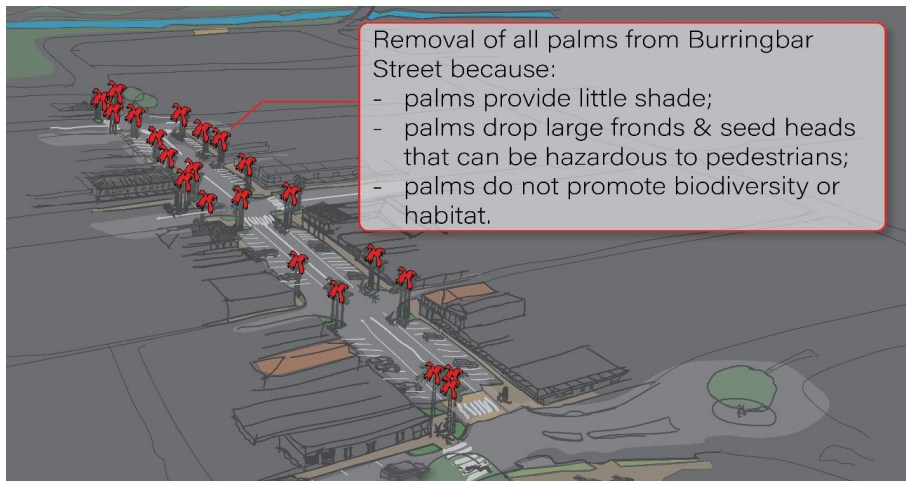
Artist sketch looking west on Burringbar Street to Stuart Street intersection



Draft Concept Design – Burringbar Street, Mullumbimby

STREET TREES

Shade Tree Strategy



Draft Concept Design – Burringbar Street, Mullumbimby

LANDSCAPE TREATMENT IDEAS

Figure: Hardscape ideas

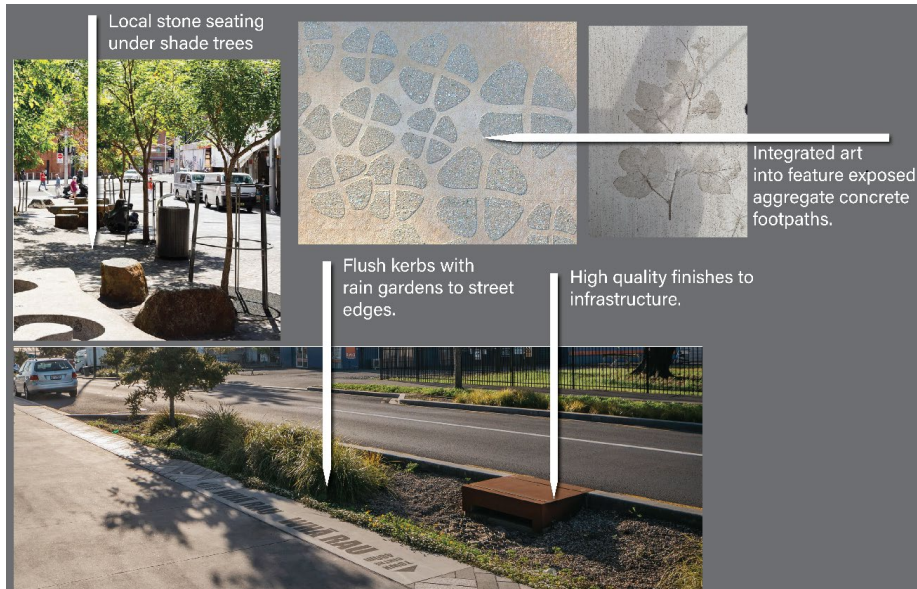


Figure: Garden planting ideas



Draft Concept Design – Burringbar Street, Mullumbimby

Addressing the Project Objectives

The following tables summarise how each project objective has been addressed within the draft concept design, noting the various inputs from consultation, stakeholder feedback and site analysis.

PEDESTRIAN SAFETY & CONNECTIVITY

| Project Objective | To prioritise pedestrian safety and connectivity |
|--|--|
| Consultation Results | <ul style="list-style-type: none"> Over 70% of people agreed with our understanding that the community want a street that is safer for pedestrians. This means: low traffic speeds, less cars using the street as a through route, more opportunities to safely and easily cross Burringbar Street 29% of people ranked pedestrian safety as their top priority |
| Design Workshop Comments | <ul style="list-style-type: none"> All options sought to increase footpath width and improve pedestrian crossings at intersections |
| Stakeholders Feedback | <ul style="list-style-type: none"> Stakeholders consistently told us that people should be prioritised over other transport modes Daley Street intersection is a particularly unsafe crossing. Some suggestions to improve safety include extending the 30km/hr further past this intersection |
| Site Analysis & Healthy Streets Assessment Findings | <ul style="list-style-type: none"> Car movements and speed can make it difficult for pedestrians to move freely and safely Number of vehicles and heavy vehicles using the street impacts on pedestrian safety - reducing through traffic important to reducing risks for people Better treatments needed to reduce pedestrian and cyclist safety risks at intersections Lack of crossing facilities for pedestrians mid-block Good footpath widths but they are often cluttered Better buffers for footpaths to road and parking needed |

Draft Concept Design – Burringbar Street, Mullumbimby

| Project Objective | To prioritise pedestrian safety and connectivity |
|---------------------------------|--|
| Proposed Design Response | <ul style="list-style-type: none"> • Footpath widths increased from 3.5m to 5.1m • Raised 10km/hr shared zone at Burringbar and Stuart Street intersection where people have priority to cross in any direction • Informal pedestrian crossings across Burringbar Street near Studal Lane and McGoughans Lane • Footpaths are one level for whole length of street including across laneway entries • Raised pedestrian crossings at Burringbar and Dalley Street intersection and Burringbar and Station Street intersection |

ACCESSIBILITY FOR ALL

| Project Objective | To improve accessibility for all users |
|--|---|
| Consultation Results | <ul style="list-style-type: none"> • Over 65% of people agreed with our understanding that improving accessibility on the street is a priority. This means, creating a more inclusive environment that is easier for all people to move around and hang out in the street, regardless of their age, ability or mobility aids they use • Only 6% of people ranked user accessibility as their top priority |
| Design Workshop Comments | <ul style="list-style-type: none"> • Improved footpath levels and crossings were included in all designs |
| Stakeholders Feedback | <ul style="list-style-type: none"> • Some areas of the street feel unsafe • Some pedestrian crossings feel unsafe – adding refuges would improve this • Need to consider invisible disabilities, for example neuro-divergent needs and sensory sensitivities • Less cluttered footpaths would really help |
| Site Analysis & Healthy Streets Assessment Findings | <ul style="list-style-type: none"> • The street has many different levels impacting accessibility • Footpath crossfalls and surface quality could be improved • Physical items along building frontages impacts accessibility |

Draft Concept Design – Burringbar Street, Mullumbimby

| Project Objective | To improve accessibility for all users |
|--------------------------|---|
| Proposed Design Response | <ul style="list-style-type: none"> Refer Design Responses in Pedestrian Safety and Connectivity section Additional mobility parking spaces increased from 3 existing to 4 and spaced regularly along the street Kiss and ride zones provided to allow for easier drop-off/pick-up options Planting along parking edge to reduce visual noise Quieter small public space areas where users can rest |

PLACE MAKING

| Project Objective | To include place making initiatives that support social and commercial life |
|---|--|
| Consultation Results | <ul style="list-style-type: none"> Over 70% of people agreed with our understanding that community and businesses would like Burringbar Street to be a nicer place to spend time, socialise, relax and enjoy. This means considering things like: increased street trees and shade, more alfresco café/restaurant dining opportunities, more public places to sit and meet, a street that better supports local on-street events 24% of people ranked place making as their top priority |
| Design Workshop Comments | <ul style="list-style-type: none"> All options sought to provide more public space around the central intersection of Burringbar and Stuart Street Options looked at additional alfresco dining spaces and potential for improved public realm at either end of Burringbar Street |
| Stakeholders Feedback | <ul style="list-style-type: none"> It is a business hub for the region, it needs to be functional and accessible There are not enough places to sit and meet School kids felt there was not enough public places for them to gather safely in small groups |
| Site Analysis & Healthy Streets Assessment Findings | <ul style="list-style-type: none"> There are limited opportunities for gathering and chatting Alfresco dining areas outside cafes are limited Public shaded seating and relaxing spaces are limited Footpaths could also be space for people to meet and chat informally but at the moment footpath width and clutter constrain this Public seating opportunities should be spaced regularly along the street |

Draft Concept Design – Burringbar Street, Mullumbimby

| | |
|---------------------------------|---|
| Proposed Design Response | <ul style="list-style-type: none"> • Alfresco dining areas in key locations • Shaded public realm areas with garden beds and seating • Wider footpaths for gathering and chatting along whole street • Improvements to street levels • Laneway entrance treatments allow for further laneway activation in the future. |
|---------------------------------|---|

ACTIVE AND PUBLIC TRANSPORT - CYCLISTS AND BUSES

| | |
|--|--|
| Project Objective | To support safer active travel – especially for cyclists |
| Consultation Results | <ul style="list-style-type: none"> • Less than 45% of people agreed with our understanding that cyclists want their own dedicated lane for the entire length of Burringbar Street rather than being integrated with the traffic • Only 5% of people ranked cyclist provision as their top priority |
| Design Workshop Comments | <ul style="list-style-type: none"> • All options had cyclists sharing the lane with vehicles • One option included transport hub on Burringbar Street outside the post office |
| Stakeholders Feedback | <ul style="list-style-type: none"> • People need safe cycle routes to the main street • Bus stop on Stuart Street is difficult for buses to access and the central intersection of Burringbar and Stuart is very congested and difficult for bus movements • Other vehicles often park in bus stop on Stuart Street |
| Site Analysis & Healthy Streets Assessment Findings | <ul style="list-style-type: none"> • Dedicated bike lane existing but in dangerous location behind parking - better treatments needed to reduce pedestrian and cyclist safety risks at intersections and along the street • Limited footpath space – not suitable to share with cyclists • Step-free cycle parking needed • Integrating with future rail trail cycle network important • No bus stops on Burringbar Street – ideally support buses to also move around main street while still servicing the centre |
| Proposed Design Response | <ul style="list-style-type: none"> • Remove dedicated cycle lanes on Burringbar Street • Bikes to share lane with vehicles in low speed 30km/hr setting • Move bus stop from Stuart Street to better location for buses and users |

BSC Doc Ref: #E2024/3881: Draft Burringbar St Concept Design - Exhibition Report

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Draft Concept Design – Burringbar Street, Mullumbimby

CAR PARKING AND VEHICLE MOVEMENT

| Project Objective | To consider impacts on key elements in the street such as car parking |
|--|--|
| Consultation Results | <ul style="list-style-type: none"> Over 70% of people agreed with our understanding that it is important to have the right number of car parks in the street as well as in adjacent streets. We've also heard we should prioritise accessible parking and make sure that there are well located loading bays for deliveries 30% of people ranked car parking as their top priority |
| Design Workshop Comments | <ul style="list-style-type: none"> All options sought to increase footpath width and improve pedestrian crossings at intersections |
| Stakeholders Feedback | <ul style="list-style-type: none"> People should be prioritised over cars Businesses would benefit from more loading bays on or nearby Burringbar Street Car parking is highly sought after and desired by businesses. |
| Site Analysis & Healthy Streets Assessment Findings | <ul style="list-style-type: none"> Minimal dedicated loading and operational bays Public transport stop on Stuart Street functioning poorly Over 800 car parks are within a 400m / 5 minute walk up to Burringbar Street |
| Proposed Design Response | <ul style="list-style-type: none"> Additional mobility car parking added along the street to increase business accessibility Loading bays added to support Business operations Car parking added to Stuart Street in old bus stop location Two Electric Vehicle charging stations added to project area Net loss of car parks in project area is kept to a minimum (10) |

GREEN STREET

| Project Objective | To support a green street and sustainability objectives |
|-----------------------------|--|
| Consultation Results | <ul style="list-style-type: none"> Refer to Place Making survey results |

Draft Concept Design – Burringbar Street, Mullumbimby

| | |
|--|---|
| Design Workshop Comments | <ul style="list-style-type: none"> All options sought to increase amount of shade trees Some options included community gardens in public spaces |
| Stakeholders Feedback | <ul style="list-style-type: none"> Reports of palm seed heads creating a slip hazard for pedestrians – especially in wet weather Stormwater retention in street to be considered Should be no worsening of potential flood impacts |
| Site Analysis & Healthy Streets Assessment Findings | <ul style="list-style-type: none"> Palms provide minimal shade and there are no shade or canopy trees Palms require a lot of maintenance and do not promote biodiversity Limited garden bed water capture infrastructure |
| Proposed Design Response | <ul style="list-style-type: none"> Removal of palms New street trees to bring significant increase in shade improving climate resilience Local tree selection to bring habitat, biodiversity and character to the street Public spaces could provide for community gardens in detailed design stage Stormwater capture in gardens beds and tree grates |

CULTURAL LANDSCAPE

| | |
|---------------------------------|--|
| Project Objective | To set the basis for a design that celebrates the cultural landscape |
| Consultation Results | <ul style="list-style-type: none"> Not part of survey data specifically |
| Design Workshop Comments | <ul style="list-style-type: none"> View lines to surrounding landmarks noted Opportunities for bush food in streetscape discussed History of street used for events and marches |
| Stakeholders Feedback | <ul style="list-style-type: none"> Direct consultation with Arakwal to occur as part of exhibition period – to discuss proposed design ideas Design should allow for cultural expression, for example more artwork, sculptures, platforms or flexible spaces that are multi-functional |

Draft Concept Design – Burringbar Street, Mullumbimby

| | |
|--|--|
| Site Analysis & Healthy Streets Assessment Findings | <ul style="list-style-type: none"> • Strong community cultural expression opportunity • Potential to link design elements to Brunswick River theme |
| Proposed Design Response | <ul style="list-style-type: none"> • Public spaces identified with views to Mount Chincogan as a culturally significant landmark • Street design to accommodate event delivery (eg road closures, alfresco dining) • Dedicated areas for cultural expression • Integrated place making through street furniture, footpath treatments etc |

IMPLEMENTABLE

| Project Objective | To develop a design that is implementable |
|--|---|
| Consultation Results | <ul style="list-style-type: none"> • Not part of survey data specifically |
| Design Workshop Comments | <ul style="list-style-type: none"> • All options sought to increase footpath width – changing the kerb line will have budget implications |
| Stakeholders Feedback | <ul style="list-style-type: none"> • The gravity sewer main on southern side of Burringbar Street may require replacement (not relining) within the next 3 years |
| Site Analysis & Healthy Streets Assessment Findings | <ul style="list-style-type: none"> • Look to incorporate works with scheduled sewer upgrades • Most interventions will move the kerb and be substantial change with budget implications |
| Proposed Design Response | <ul style="list-style-type: none"> • Integration with other service upgrades • Potential to stage works – focusing on intersections first |

Draft Concept Design – Burringbar Street, Mullumbimby

Process and Next Steps

The table below outlines the project stages and activities. We are currently on public display of the draft design and are aiming to have a final design reported to Council by June 2024.

Additional detailed design and construction is subject to funding.

| Project Stage | Activities |
|---|--|
| Background (2019-2023) | Our Mullumbimby Masterplan (complete) Talking Street Trial (complete) Other projects (complete or ongoing) |
| Concept Plan (2023-2024) | Site Analysis (complete) Community Survey (complete) Stakeholder Briefings (complete) Stakeholder Design Workshop (complete) Draft Design Development (complete) Public Display of Draft ← We Are Here Design Refinement Report Final Concept Design to Council (by June 24) |
| Delivery (2024-2026) Subject to funding | Secure additional funding for Detailed Design Staging and Feasibility Detailed Design – will include additional consultation and reporting Grant Allocation Construction |

Draft Concept Design – Burringbar Street, Mullumbimby

Appendix A – Design Workshop Concepts

CONCEPT 1



CONCEPT 2



Draft Concept Design – Burringbar Street, Mullumbimby

CONCEPT 3





BYRON
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FOR MORE INFORMATION

PO Box 219 Mullumbimby NSW 2482 (70 Station Street)

E: council@byron.nsw.gov.au

P: 02 6626 7000 | F: 02 6684 3018

www.byron.nsw.gov.au

STAFF REPORTS - INFRASTRUCTURE SERVICES

Report No. 4.2 Infrastructure Services Projects Update

Directorate: Infrastructure Services

5 **Report Author:** Samuel Frumpui, Manager Works
Christopher Soulsby, A/ Manager Assets & Major Projects

File No: I2024/457

Summary:

10 This report provides updates on several Infrastructure Services Projects related to Moving Byron Committee matters.

RECOMMENDATION:

15 **That the Moving Byron Committee notes the report.**

Report

This report will provide updates on the following Infrastructure Services projects:

1. M1/MR545
2. Kolora Way
- 5 3. New Brighton Parking
4. Brunswick Heads Parking
5. Mullum Cycleway
6. Rail Trail/Multi Use of the Corridor
7. TfNSW Workshop - North Coast Customer Journey Resilience Plans
- 10 8. RA Workshop – Regional Evacuation Routes

1. M1/MR545

Under the Roads Reclassification Review and Transfer Program announced in February 2019 staff had made an application to the transfer MR545 from a regional road under Council control to a State Road under the control of Transport for NSW. This application
15 was lodged in February 2022 and Council has not received formal notification that this application has been declined. As the NSW budget for this program was cut with the change of Government the transfer is unlikely to proceed in the near future.

Council working with Transport for NSW had prepared a submission to Infrastructure Australia to upgrade the M1 interchange and MR545. Infrastructure Australia identify this
20 project as being in “Early Stage 1” of development. A link to the project is provided below:

[M1 Pacific Motorway: Byron Bay interchange capacity | Infrastructure Australia](#)

Work on this project has been delayed due to the Natural Disasters of 2022. Transport for NSW and Council recommenced discussions in March 2023 on an updated options study based on further traffic modelling.

25 Subject to NSW Government Budget allocation stakeholder engagement and consultation may proceed in 2024/25.

2. Kolora Way

A traffic control plan has been prepared to implement a trial single direction bridge and path across the current bridge as per Council resolution. A comms plans for the
30 implementation on the trial is now being prepared prior to its implementation on site.

3. New Brighton Parking

Currently out to consultation and will be reported to Council once the outcomes have been reviewed.

4. Brunswick Heads Parking

The pay scheme is programmed to be operation by September 2024. Consultant Bitzios is currently preparing detailed project delivery plans, comms plan, layout plan for parking area, time limits and meter locations.

5 5. Mullumbimby to Brunswick Heads Cycleway

The topographic survey for the length of the route is complete. The design contract for an off road separated cycleway is now seeking quotations from suitable design consultants as part of the design for the upgrade of McAuleys Lane intersection and the 'betterment' project for Mullumbimby Road.

10 The construction phase is yet to be funded.

6. Rail Trail/Multi Use of the Corridor

Council is preparing a grant application under the Australian Government Regional Precincts Partnership Fund Stream 2 Construction for a design and construct (D&C) contract build a rail trail from Mullumbimby to Crabbes Creek. This application will be in partnership with Lismore City Council and Tweed Shire Council.

Council is preparing a second grant application under the Australian Government Regional Precincts Partnership Fund Stream 1 Planning for the design and approval of the rail trail for the full length of the licenced areas in Byron Shire.

20 Council has obtained licences from Transport for NSW via UGL Rail from Byron Bay to Booyong and from Mullumbimby to Byron Bay for survey and investigation. Council is applying for a licence from Mullumbimby north to the shire boundary for survey and investigation.

25 Council has engaged a consultant to undertake the vegetation and threatened species investigations between Mullumbimby and Byron Bay. Once the staff review of this report is complete the outcomes will be reported to Council.

7. TfNSW Workshop - North Coast Customer Journey Resilience Plans

30 In March 2024 Council met with Transport for NSW to develop the information requirements to feed into the Network Resilience Program. Transport is working with other State government agencies and local Councils to understand the vulnerability and potential impact for future natural disasters, so that Transport for NSW may invest or further enhance its preparedness into the future.

8. RA Workshop – Regional Evacuation Routes

35 The Reconstruction Authority met with Council staff as part of a project initiation to set the parameters for the investigations into evacuation routes and the upgrades required to

ensure the safe and effective evacuation or shelter in place options for isolated communities.

Strategic Considerations

5 Community Strategic Plan and Operational Plan

| CSP Objective | CSP Strategy | DP Action | Code | OP Activity |
|-----------------------------|---|---|---------|---|
| 5: Connected Infrastructure | 5.1: Provide a safe, reliable, and accessible transport network | 5.1.1: Road network maintenance - Undertake road and transport network maintenance to meet the standards identified in the Asset Management Plan | 5.1.1.4 | Continue to deliver annual major patching program for road network |
| 5: Connected Infrastructure | 5.2: Connect the Shire through integrated transport services | 5.2.1: Regional transport links - Lead, engage and partner to develop a sustainable regional transport network that supports local roads to deliver services to our community | 5.2.1.1 | Review 'Moving Byron', the Shire's Integrated Transport Strategy 2022 - 2042 to incorporate NSW's integrated transport planning framework |
| 5: Connected Infrastructure | 5.1: Provide a safe, reliable, and accessible transport | 5.1.4: Multi-use rail corridor - Activate the | 5.1.4.2 | Facilitate internal working group to support a coordinated approach to the use of |

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

Recent Resolutions

- N/A

Legal/Statutory/Policy Considerations

- 5 There are no legal and policy implications that arise from this update report.

Financial Considerations

There are no financial considerations from this report.

Consultation and Engagement

- 10 No consultation was undertake for this update report.

Report No. 4.3 Active Transport Plan Update

Directorate: Infrastructure Services

Report Author: Shelley Currie, Road Safety Officer

File No: I2024/533

5 **Summary:**



Further to the Moving Byron Advisory Committee meeting held on 31 August 2023 and subsequent Council meeting held on 28 September 2023, this report provides an update on the progress of developing the new Active Transport Plan as outlined in Council resolution 23-422 and Operational Plan action 5.1.3.6.

10

RECOMMENDATION:

- 15 **That the Moving Byron Advisory Committee supports the Active Transport Plan and Active Transport mapping being released for community consultation.**

Attachments:

- 20 1 Byron Active Transport Plan, E2023/76375 , page 66 [↓](#) 
2 Active Transport Plan Appendix 1 Project List 28 Mar 2024, E2024/35181 , page 118 [↓](#) 

Report

This report refers to Operation Plan action 5.1.3.6 and Council resolution 23-422.

Operation Plan action 5.1.3.6

- 5 Incorporate the Pedestrian Access and Mobility Plan and Bike Plan into the Active Transport Action Plan through community consultation and Council consideration.

Output measure being; Pedestrian Access and Mobility Plan and Bike Plan combined into Active Transport Action Plan, consult with community and draft presented to Council.

Council resolution 23-422

That Council:

- 10 1. *Notes that the Active Transport Plan is still being drafted, will be integrated with previous other transport plan and it references actions in the Moving Byron strategy and will soon be recommended for public exhibition.*
- 15 2. *Notes that the northern route currently prioritised for the Mullumbimby to Brunswick Heads Cycleway is unlikely to proceed in the near term and that the southern route, or variations thereof, will form part of the new Active Transport plan.*
3. *Ensures that Planning Agreements with potential future developers in the Saddle Road area consider incorporating the bike path through the development/s and consider design and contributions (including Special Infrastructure Contributions) supporting the route in part 2 above.*
- 20 4. *Ensures that Moving Byron Committee receive further report at its next meeting to further consider the draft Active Transport Plan.*

Staff have now incorporated the Pedestrian Access and Mobility Plan (PAMP) and Bike Plan into the one Active Transport Action Plan. The draft document is provided at attachment 1 and project list at attachment 2.

- 25 The Active Transport Plan includes references to the Moving Byron Strategy as well as other relevant transport documents. The Plan is based on the Pedestrian Access and Mobility Plan (PAMP) and the Bike Plan documentation with the following updates:
- Community Consultation section updated to reflect current consultation.
 - Crash data updated to last 5 years (i.e. 2018 to 2022).
 - 30 • Demographic data based on 2022 statistics.
 - Addition of key projects that have been completed since 2019 such as the Broken Head Rd cycleway.
 - New sub-prioritisation for Priority A paths (i.e. A1, A2, A3, etc).

Active Transport Maps

Council staff are combining the PAMP and Bike Plan online mapping into a format suitable for an online community survey during May. The current PAMP and Bike Plan maps can already be accessed on Council's website as follows:

5 PAMP

Document list: <https://www.byron.nsw.gov.au/Council/Plans-Strategies/Roads-Infrastructure/Pedestrian-Access-Mobility-Plan>

10 Interactive map: <https://www.byron.nsw.gov.au/Council/Plans-Strategies/Roads-Infrastructure/Pedestrian-Footpath-Cycleway-Plans/Map-of-existing-and-proposed-pedestrian-infrastructure>

Bike Plan

Document list: <https://www.byron.nsw.gov.au/Council/Plans-Strategies/Roads-Infrastructure/Byron-Shire-Bike-Plan>

15 Interactive map: <https://www.byron.nsw.gov.au/Council/Plans-Strategies/Roads-Infrastructure/Pedestrian-Footpath-Cycleway-Plans/Map-of-existing-and-proposed-cycling-infrastructure>

The following will be included in the updated mapping:

- completed projects shown as line now being existing paths (see list below)
- 20 • projects underway (see list below)
- projects ready for construction (see list below)
- projects proposed (refer Attachment 2)
- 25 • an off-road separated shared path between Mullumbimby to Brunswick Heads cycleway, noting that the final route will be determined in line with Saddle Road planning agreements.
- indicative cycle route from Lennox Head to Byron Bay as per Council resolution 23-163, noting that this requires further investigation into route options.
- connecting Byron to Brunswick and Ocean Shores to Pottsville, noting that this requires further investigation into route options.
- 30 • connections to proposed land release areas.
- Updated sub-prioritisation of Priority A paths. As there is a large number of Priority A paths, Council staff will break these down further into sub-priorities (i.e., A1, A2,

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STAFF REPORTS - INFRASTRUCTURE SERVICES

4.3

A3). These new sub-priorities will be based on safety, pedestrian crash data, community feedback, etc.

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STAFF REPORTS - INFRASTRUCTURE SERVICES

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Completed Projects

| PAMP | BP | Locality | Road Name | Type | Priority |
|--------|-------|-------------------|---------------------------------------|--|----------|
| BA004 | BA005 | Bangalow | Deacon Street | Shared Path | A |
| BA008 | | Bangalow | Ashton Street | Shared Path | C |
| BB027 | BB018 | Byron Bay Central | Across rail line | Shared Path | B |
| BB037 | BB033 | Byron Bay Central | Multi Use Corridor | Shared Path | C |
| BB058 | BB055 | Byron Bay Central | Along bypass | Shared Path | C |
| BB061 | BB058 | Byron Bay Central | Gilmore Crescent / Tennyson Street | Shared Path | C |
| <Null> | BB010 | Byron Bay Central | Jonson Street / Browning Street | On-road separated cycle path (short section built) | A |
| <Null> | BB007 | Byron Bay Central | Lawson Street | On-road separated cycle path (short section built) | A |
| BB009 | BB011 | Byron Bay Central | Tennyson Street | Shared Path | A |
| <Null> | BB012 | Byron Bay South | Broken Head Road | On-road cycle lane | A |
| <Null> | BB013 | Byron Bay South | Bangalow Road | On-road cycle lane | A |
| BB081 | BB013 | Byron Bay South | Bangalow Road | Shared Path | A |
| BB010 | BB064 | Byron Bay West | Drainage Reserve | Shared Path | A |
| BB001 | BB001 | Byron Bay West | Ewingsdale Road | Shared Path (part built) | A |
| IT004 | IT010 | Inter-town | Broken Head Reserve | Shared Path (Short section of bigger | C |

BYRON SHIRE COUNCIL

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4.3

| | | | | | |
|--------|--------|-------------------|------------------|--|---|
| | | | Road | project built) | |
| MU026 | <Null> | Mullumbimby | Argyle Street | Footpath | C |
| <Null> | MU007 | Mullumbimby | Stuart Street | On-road separated cycle path (short section built) | A |
| MU045 | <Null> | Mullumbimby | Stuart Street | Footpath (some sections built) | A |
| OS009 | OS008 | Ocean Shores | Balemo Drive | Shared Path | B |
| SP002 | SP001 | Suffolk Park | Broken Head Road | Shared Path | A |
| BB022 | <Null> | Byron Bay Central | Carlyle Street | Footpath | B |
| SP003 | SP002 | Suffolk Park | Broken Head Road | Shared Path | B |
| SP004 | | Suffolk Park | Broken Head Road | Footpath | B |

Projects Underway

| PAMP | BP | Locality | Road Name | Type | Priority |
|-------|-------|-------------|---------------------------------|---|----------|
| BA005 | BA004 | Bangalow | Rifle Range Road / Raftons Road | Footpath (Design Only) | A |
| BA017 | BA017 | Bangalow | Leslie Street | Footpath (Design Only) | C |
| BA027 | | Bangalow | Lismore Road Shared Path | Shared Path (Design Only) | B |
| MU047 | MU043 | Mullumbimby | Burringbar Street | Mixed traffic (all modes) (Design Only) | C |
| BB044 | | Byron Bay | Centennial Circuit | Shared Path (Design | C |

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.3

| | | | | | |
|-------|-------|--------------|-----------------------------------|-------------------------------------|---|
| | | | | Only) | |
| BB056 | | Byron Bay | Through private lot | Shared Path (Investigation Only) | C |
| OS003 | OS002 | Ocean Shores | New Brighton Road / Kolara Way | Shared Path (Design Only) | A |

Projects ready for construction

| PAMP | BP | Locality | Road Name | Type | Priority |
|-------|-------|-------------|-------------------------------|--|----------|
| BB011 | BB073 | Byron Bay | Lighthouse Road Share Path | New Share Path (Awaiting funding) | A |
| BB041 | | Byron Bay | Bayshore Drive | Footpath | C |
| BB002 | | Byron Bay | Bayshore Drive | Shared Path | A |
| MU007 | MU011 | Mullumbimby | Fern Street | Shared Path (Funded) | A |
| BA001 | BA001 | Bangalow | Byron Street | Upgrade to Shared Path (Awaiting funding) | A |

Strategic Considerations

Community Strategic Plan and Operational Plan

| CSP Objective | CSP Strategy | DP Action | Code | OP Activity |
|-----------------------------|---|--|---------|--|
| 5: Connected Infrastructure | 5.1: Provide a safe, reliable, and accessible transport network | 5.1.3: Active transport - pedestrians and cycleways - Deliver the actions identified in the Pedestrian Access and Mobility Plan and in the Bike Plan | 5.1.3.6 | Incorporate the Pedestrian Access and Mobility Plan and Bike Plan into the Active Transport Action Plan through community consultation and Council consideration |

Resolutions

- 23-163
- 5 • 23-346
- 23-422

Legal/Statutory/Policy Considerations

Not applicable.

10 Financial Considerations

No additional budget required.

Consultation and Engagement

- 15 We are expecting to issue the Active Transport Plan and Active Transport Mapping for community consultation during May 2024 using the Your Say online survey platform on Council's website.

The results of the community consultation will then be reported to a future Council meeting.

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Acknowledgement of Country

In preparation of this document Council acknowledges the Bundjalung of Byron Bay - Arakwal People are the Traditional Custodians of the land in Byron Shire, and form part of the wider Aboriginal nation known as the Bundjalung. Byron Shire Council and the Traditional Custodians acknowledge the Tweed Byron Local Aboriginal Land Council and the Jali Local Aboriginal Land Council under the Aboriginal Land Rights Act 1983. Council also acknowledges all Aboriginal and Torres Strait Islander people who now reside within the Shire and their continuing connection to country and culture.

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Mayor's Message

TBC

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Introduction

The NSW Government wants walking and bike riding, known as active transport, to be the preferred way to make short trips and a viable, safe and efficient option for longer trips.

The Byron Active Transport Plan 2024 - 2034 combines insights from the Pedestrian Access and Mobility Plan (PAMP) and the Byron Shire Bike Strategy and Action Plan (Bike Plan) to better align with the Moving Byron Strategy. This unified report represents Byron Shire Council's comprehensive approach to enhancing mobility across the Shire, emphasizing the importance of pedestrian and cycling infrastructure to the community's health, environmental sustainability, and economic vitality.

The members of Council's Transport and Infrastructure Advisory Committee (TIAC) are acknowledged for their input and contribution to the PAMP and Bike Plan.

Purpose

The purpose of the Byron Active Transport Plan is to promote walking, cycling and other legal modes of active transport as methods of transport around Byron Shire.

The Active Transport Plan recognises the important role that walking and cycling have in shaping the Shire's transport network and identifies priority actions to increase active travel into the future. Byron Shire Council will plan and deliver active transport improvements in support of these objectives as well as the targets identified in the Moving Byron Strategy and any future integrated transport strategies.

In 2019 Council adopted the PAMP (Pedestrian Access and Mobility Plan) and Bike Plan which set out the Shire's priorities for walking and cycling networks. However, following the subsequent adoption of Council's Moving Byron Strategy in December 2022, these plans now require updating to better align with the objectives set out in this document as well as current community objectives.

Context

Byron Shire is a unique and picturesque part of the Northern Rivers region. It is located 800 kilometres north of Sydney, 200 kilometres south of Brisbane and is bounded by the Tweed, Lismore and Ballina LGAs.

Byron shire has a population of 35,773 and a land area of 566.7 km². The demographics of permanent residents include:

- 18% born overseas
- 10% use a non-English language
- Majority of residents are aged between 57 and 75 (average age is 43)
- Only 5% of residents are over 75 years old
- Average household size is 2.5 people
- Most people live in a house, rather than a unit or apartment

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These residents are spread across a number of distinctive towns, villages and rural environments. Despite a comparatively small population, Byron Shire has gained an international reputation with more than two million visitors each year enjoying the beautiful and respected natural environment, the creative and relaxed lifestyle and the friendly and diverse community.

Enabling tourists to safely and enjoyably experience the Shire via active transport means will be important not only for catering for potential increases in tourist numbers in the future but, importantly, for addressing climate change by promoting more environmentally-sustainable methods of transport.

In recognition of this diversity, a number of towns and villages in the Shire with comparatively high levels of pedestrian activity have been specifically included in this Active Transport Plan, including:

- Mullumbimby
- Byron Bay
- Suffolk Park
- Bangalow
- Ocean Shores, South Golden Beach, New Brighton and Billinudgel
- Brunswick Heads
- Main Arm and Federal

The characteristics of each of these localities are discussed in the respective sections below. Although there are also a number of rural locations that contribute positively to the Shire, for the practical purpose of this Active Transport Plan, these areas have not been specifically addressed as they are typically areas with less concentrated pedestrian activity.

There is currently very little active transport infrastructure in rural areas and only some of the more established towns and villages have paths connecting one another for longer distance journeys. On-road cycle lanes on the Pacific Motorway provide a key north-south cycle connection linking some of these towns and villages and also connecting further south into Ballina Shire.

As there is no rail link and limited bus services the dominant mode of transport to and around Byron Shire is motor vehicle. High levels of car dependence mean more traffic congestion on our road network, which can significantly affect our economy, lifestyle and environment. Increasing the viability of active transport options is a key part of managing these growth challenges and reducing congestion to ensure a sustainable future for our Shire.

Approach

The Integrated Planning and Reporting Framework in NSW requires all councils to adopt a suite of strategic plans. The Active Transport Plan has been developed to align with and support all relevant plans and policies at all levels of government, including the following.

Byron Shire Council Local Environmental Plan

The Byron Local Environmental Plan (LEP) is a legal document prepared by Council and approved by the State Government to regulate and guide Council's planning decisions regarding land use and development within Byron Shire. Through land zoning and development controls, the LEP is the main planning tool to shape the future of communities

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and to ensure local development is done appropriately and in an environmentally sensitive manner.

Byron Shire Council Development Control Plan

The Byron Development Control Plan (DCP) is a document that provides planning and building design guidelines for new development or alterations to existing development. The purpose of the DCP is to specify Council's requirements for quality development and sustainable environmental outcomes on land in the Shire.

The Byron DCP also outlines a range of controls that apply generally to developments. These controls include, but are not limited to, Access and Mobility; Traffic Planning, Vehicle Parking, Circulation and Access; and Providing for Cyclists.

Our Byron Our Future – Our Community Strategic Plan 2028

This document outlines the collective long-term vision for Byron Shire and its residents for the next ten years. The Plan identifies a range of community objectives and supporting strategies that will help achieve this vision and also inform longer-term decision making.

Of relevance to the Bike Plan, the Plan provides an objective to have infrastructure, transport and services that meet community expectations. In support of this particular objective, three strategies were identified. These are to provide a road network which is safe, accessible and maintained to an acceptable level of service; to provide essential services and reliable infrastructure which meet an acceptable community standard; and to support, through partnership, a network of integrated sustainable transport options.

Moving Byron Strategy

Council's Moving Byron Strategy builds on the objectives outlined above and also aligns with a number of NSW state government transport planning documents.

Moving Byron sets out Council's key transport plans and priorities for the future and how we are going to achieve them. The key themes in this document are:

1. Transport diversity that supports roads
2. Cycling, walking and active movement
3. Public transport
4. Planning for sustainable transport
5. Safe access
6. Sustainability

This document covers item 2 – Cycling, walking and active movement.

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Byron Bay Town Centre Masterplan

The Byron Bay Town Centre Masterplan, which was released in 2016, presents a vision and strategy to guide the future form of Byron's Town Centre and to set out realistic actions and projects to achieve that vision. Of the six core strategies outlined in the masterplan, the Access and Movement Strategy is relevant to the Active Transport Plan. This strategy is comprised of four sub-strategies, each of which relate to a different aspect of access and mobility in Byron Bay's town centre. Sub-Strategy 4: A People Prioritised Centre outlines a number of key actions and initiatives to guide pedestrian movement in the town centre. These are:

- Establish a pedestrian prioritised core, with a comprehensive cycle network to create an active, safe and memorable town centre. This could be achieved by increasing footpath widths and crossings and introducing shared streets where pedestrians and cyclists have priority.
- Strengthen Byron Street's role as the town centre's main east to west link, connecting the Arakwal National Park through to Belongil Creek.
- Incorporate pedestrian and cycle links along the rail corridor encouraging both pedestrian and cycle movement to neighbouring areas.
- Introduce cycle hire facilities at major access points to encourage Park and Ride initiatives.
- Establish a continuous foreshore pedestrian walk that links seamlessly to the pedestrian and cycle links along the rail corridor.
- Improve pedestrian priority at intersections.
- Introduce cycle hire facilities at major access points to encourage Park and Ride initiatives.

Bangalow Village Plan

The Bangalow Village Plan was endorsed by Council in March 2019 as the plan to guide the improvement and development of Bangalow over the next 15 years. The plan outlines residents' aspirations for their village and aims to ensure that Bangalow's heritage, natural environment, village feel and sense of community are preserved and enhanced.

The 'Access and movement' theme, which is one of six in the plan, establishes a vision for Bangalow in which *the different parts of the village are connected by a network of off-road walk/cycle paths through the open space network. These provide walking and riding opportunities for people of all ages and abilities. Pedestrian safety is prioritised.*

In practical terms, this includes the provision of new pedestrian and cycle path infrastructure to create a connected network, new recreational paths along Byron Creek and the showgrounds, a new pedestrian and cycle bridge to connect the showgrounds with the sports fields, multi-use of the rail corridor, various intersection upgrades to improve safety and convenience, and the provision of a consolidated bus stop on Byron Street close to the public school.

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Our Mullumbimby Masterplan

The Our Mullumbimby Masterplan was adopted in December 2019. It was prepared in consultation with the community and the Our Mullumbimby Guidance Group.

The Plan sets out a vision and principles to guide sustainable growth and change in Mullumbimby over the next 10 years.

Its aim is to enhance the things that people love about Mullumbimby:

- The sense of community
- Inclusivity.
- Great walkability.
- Services and facilities for locals.
- Natural environment.

Federal Village Masterplan

The Federal Village Masterplan is currently being finalised by Council and will guide sustainable development in and around Federal village. The Masterplan is a visionary document created through a community-led process and contains 15 actions that are supported by four principles and a vision for the future of Federal.

Byron Arts and Industry Estate Precinct Plan

The Byron Arts and Industry Estate has evolved from a local service centre to an eclectic mix of businesses and residential uses.

While this has brought vitality to the place, it has also resulted in a number of significant issues, including traffic and access.

The Byron Arts and Industry Estate Precinct Plan has been developed to provide a framework to address these issues and build a strong platform for the future of the Estate.

The Precinct Plan shows how to connect the economy, nature, and buildings to make a sustainable, user-friendly area. This area will help future entrepreneurs.

The goals and actions are presented in five themes that cover the Estate's opportunities and challenges.

- Creative Economy
- Mobility & Access
- Environment & Climate
- Land Use
- Built Form, Character and Density.

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Multi Use Rail Corridor

The Northern Rivers Rail Trail is being constructed in stages across four Local Government Areas. In the Byron Shire we are:

- Moving forward with planning and approvals for the rail trail from Mullumbimby to Crabbes Creek, and the old Byron Bay station through Bangalow to Booyong.
- Exploring funding opportunities to reactivate the Byron Shire rail corridor.

The decision to move forward with planning and approvals to implement the rail trail came at Byron Shire Council's 24 August 2023 meeting. Council also resolved to seek a lease over as much of the corridor as possible to help:

- Ensure the corridor remains in public hands.
- Enable investigation of options for diverse housing within the corridor.
- Enable the activation of unused space, infrastructure and buildings for community use.
- Allow council to receive income for trail maintenance.
- Allow environmental rehabilitation, including wildlife corridors.
- Other options for public transport.

The decision compliments a feasibility study for the 63 kms section between Yelgun and Eltham being undertaken by the Northern Rivers Joint Organisation. The Northern Rivers Joint Organisation received \$481,115 from the Regional NSW – Business Case and Strategy Development Fund to conduct this study.

Council has been working with Transport for NSW (TfNSW) and Department of Regional NSW to identify funding opportunities to develop the Byron Shire rail corridor.

In November 2022, we were granted access by TfNSW to undertake essential vegetation management between Byron Bay and Mullumbimby. This will enable a detailed engineering assessment of the existing rail infrastructure.

We are seeking funding from both State and Federal Government for these activities.

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Existing Network



Figure 1: Byron shire map

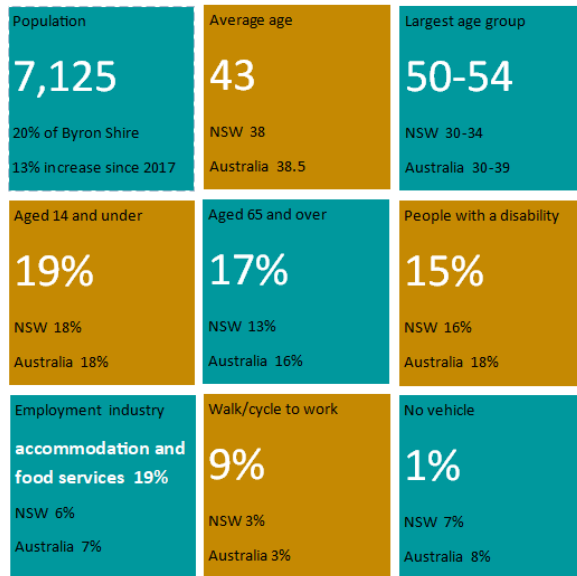
Bangalow

Bangalow is a picturesque and dynamic rural community situated in the southern part of the Shire, known for its environmental, cultural, and architectural significance. Its strategic location near the Pacific Motorway and Byron Creek, alongside its division by Bangalow Road and the disused Casino to Murwillumbah rail line (east-west) and Granuaille Road (north-south), enhances its accessibility and appeal. The town's vibrant arts and crafts scene acts as a significant draw for visitors, emphasizing its reputation as a thriving tourist destination.

The Bike Plan and the Pedestrian Access and Mobility Plan (PAMP) have highlighted Bangalow's active transportation infrastructure. Key community profile statistics underscore

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the town's exceptional walkability, evidenced by a higher proportion of residents walking to work compared to regional, state, and national averages. This trend is attributed to the walkable nature of Bangalow's town centre, its proximity to residential zones, and the availability of diverse local employment opportunities, mirroring patterns observed in nearby Byron Bay and Mullumbimby. This emphasis on pedestrian accessibility not only reflects the community's lifestyle but also contributes to its environmental sustainability and social vibrancy.



Data courtesy of Australian Bureau of Statistics and Profile ID

Figure 2: Bangalow region demographics (including Ewingsdale, Federal and Eureka)

EXISTING ACTIVE TRANSPORT NETWORK

In Bangalow, the pedestrian network primarily revolves around high-traffic areas such as the town centre on Bangalow Road, extending north, east, and south to cater to the residential zones. Key pedestrian pathways include an uninterrupted spine along Granuaille Road north across the rail line, providing vital town centre access from the Pacific Motorway, particularly for heavy vehicles. While this spine facilitates direct access, its connectivity to nearby residential zones is hindered by a scarcity of intersecting paths, particularly to the west of Bangalow, where residential areas remain isolated from the broader network.

Cycling infrastructure in Bangalow is sparse, with limited dedicated cycle paths located on Rankin Drive in the north, surrounding the sports fields in the east, and along Parrot Tree Place in the west. Significantly, there is a lack of cycle paths along Bangalow Road, a critical gap given its high pedestrian, parking, and traffic activity. The division of the town by heavily trafficked corridors, such as Bangalow Road and Granuaille Road, poses challenges to

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cyclist movement and safety. However, the new shared path on Deacon Street provides a safer route around the town centre for cyclists and pedestrians.

NETWORK QUALITY AND ACCESSIBILITY

One of Bangalow's strengths – its varied topography which offers sweeping views over the surrounding countryside – is also one of its key constraints for accessibility. This places a greater emphasis on providing a network of paths that enable pedestrian route choice and that help those with mobility impairments avoid large variances in elevation, as well as on enhancing the quality of existing paths for use by more vulnerable users.

Bangalow includes a mix of newer and more established residential areas and the path quality and level of accessibility generally reflects this. Paths in newer areas are generally wider and have a higher quality surface, while paths in more established residential areas are often narrower with worn and uneven surfaces. This is particularly evident along Granuaille Road, Byron Street between Station Lane and Byron Creek, and along Market Street adjacent Bangalow Public School. Despite the variation in path quality across Bangalow, the presence of kerb ramps on most paths as they intersect with roads significantly improves the level of service and accessibility. This could be improved further with the provision of new and/or upgraded crossings appropriate to the needs of more vulnerable users. This is particularly important along Bangalow Road and Granuaille Road as they are heavily trafficked road corridors that impact on pedestrian movement and accessibility in Bangalow.

PASSENGER TRANSPORT

There are currently three public bus routes which service Bangalow and surrounds. These are:

- **610:** Byron Bay to Lismore
- **641:** Byron Bay to Ballina via Bangalow
- **641X:** Byron Bay to Lismore via Bangalow, Clunes and Bexhill.

Each of these services stop at the existing on-road bus stop on Station Street, south of Byron Street. This is a central location close to shops, restaurants and other facilities along Byron Street, which is directly serviced by existing pedestrian paths and crossings. It is important that any future bus stops are integrated with the path network, supported by other pedestrian facilities (for example, crossings), and of sufficient width to allow safe and efficient movement of pedestrians and boarding/alighting bus passengers.

In addition to these local services, longer distance regional coach services extend along the east coast from Brisbane to Grafton and inland from Byron Bay and Ballina West to Casino, servicing Bangalow.

The passenger transport network is also comprised of one transport operator which provides a shuttle between Bangalow, Brisbane Airport and Casino.

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CRASH HISTORY

There have been a total of four pedal and pedestrian crashes recorded between 2018 and 2022 as follows:

- In 2019 a cyclist was moderately injured when they were side swiped by a car heading north on Hinterland Way, north of the intersection with Byron Bay Road.
- In 2019 a pedestrian sustained a minor injury when they were hit by a car when crossing Byron Street, near the Station Street intersection.
- In 2020 a skateboarder sustained a serious injury when they were hit from behind by a car on Lismore Road (near Dudgeons Lane). The skateboarder was on the road.
- In 2021 a jogger sustained a minor injury when they were hit from behind by a car on Deacon Street. The jogger was on the road.

This analysis indicates a pressing need for enhanced pedestrian and cycling infrastructure in Bangalow, especially to improve connectivity in underserved residential areas and along key corridors such as Bangalow Road. Addressing these gaps could significantly enhance safety and accessibility for both pedestrians and cyclists, fostering a more connected and safer community environment. Despite the low incidence of crashes, the identified infrastructural deficiencies highlight opportunities for local government interventions aimed at improving pedestrian and cyclist networks within the town.

ISSUES AND OPPORTUNITIES

Table 1: Bangalow Summary of Existing Issues and Opportunities

| Issues | Opportunities |
|---|--|
| <ul style="list-style-type: none"> • Bangalow Road forms a barrier for access between residential areas to the north and south. Pedestrians and cyclists required to cross road • High volume of vehicles in close proximity to pedestrians and areas of high pedestrian activity, particularly on Bangalow Road • High number of tourists unfamiliar with local area • Limited existing active transport network, particularly to the west and no connectivity to the Pacific Highway • Undulating topography across the town may impact mobility • Paths in more established areas generally poorer quality and less accessible • Visibility of pedestrians and cyclists restricted by parallel parked cars in the town centre (along Bangalow Road) | <ul style="list-style-type: none"> • Established town centre with high pedestrian activity and connected active transport network • A number of existing attractors and residential areas are located within close proximity of the town centre (including Bangalow Sports Fields) • Proximity to disused rail corridor and potential reuse as an active transport route • Established culture of walking with above average proportion of residents who walk to work • Newer residential areas generally have higher quality and more accessible paths • Kerb ramps located on most crossings and intersections |

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Brunswick Heads

Brunswick Heads, affectionately known as Brunz, is positioned at the Brunswick River's mouth, epitomizing the charm of an idyllic seaside village. This town is renowned for its direct access to unspoiled beaches, waterways, and nature reserves, offering a blend of traditional coastal village appeal with a progressively vibrant town centre. The area is a hub of activity, featuring popular cafes, restaurants, specialty shops, and various accommodation options. The local community is notably vibrant and deeply engaged in the town's future, actively participating in its planning and development to ensure it retains its unique character while meeting future needs.

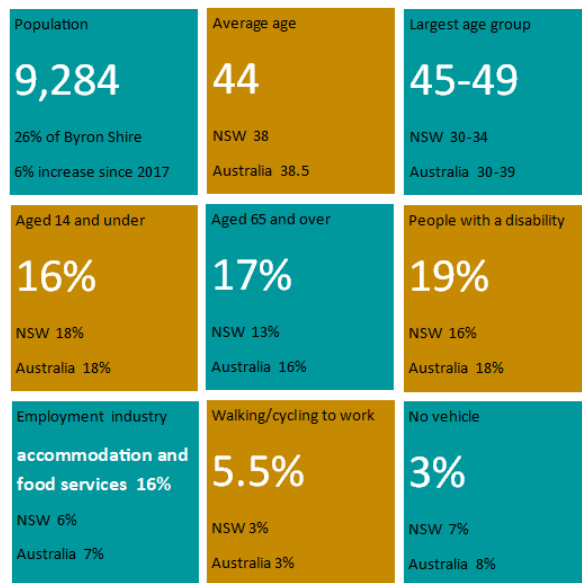
In light of Brunswick Heads' distinct community profile and geographical layout, two significant study areas have been delineated for focused infrastructural planning. Both study areas were critical for understanding the current and future infrastructure requirements of Brunswick Heads, with specific emphasis on enhancing mobility and accessibility for residents and visitors alike.

Community engagement were cornerstones of the planning process for both the Bike Plan and PAMP, which have now been combined into this Active Transport Plan. Such consultation was crucial to align proposed infrastructure projects with community expectations and to ensure that these initiatives will serve the best interests of both the community and Council.

Additionally, Brunswick Heads stands out for its high rate of residents walking to work, surpassing regional, state, and national averages. This trend highlights the town's effective integration of residential and commercial areas, a wide range of local employment opportunities, and the comprehensive existing footpath network, facilitating a highly walkable and active town centre.

Given these dynamics, Brunswick Heads presents a unique opportunity for targeted infrastructure enhancements to support and encourage its already active lifestyle. Future planning and design efforts will need to be closely coordinated with the community to maintain the town's cherished atmosphere while strategically improving its transport and mobility infrastructure.

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Data courtesy of Australian Bureau of Statistics and Profile ID

Figure 3: Brunswick region demographics (including Ocean Shores, Billinudgel, South Golden Beach and New Brighton)

EXISTING ACTIVE TRANSPORT NETWORK

Brunswick Heads boasts an extensive active transport network, with the majority of its road system complemented by various forms of path infrastructure. This network affords pedestrian access to nearly all commercial zones, key attractions, and the bulk of residential areas within the town. However, the existing footpaths, particularly in residential zones, are generally around 1 meter in width and exhibit signs of wear, indicating a need for upgrades in quality and size to meet current standards and expectations.

Pedestrian access to the beach and eastern residential zones is facilitated by two main connections. The first, a pathway on the South Beach Road vehicle bridge, is noted for its narrowness and lacks continuous pedestrian pathways at the eastern terminus, which impedes direct access to the beach. The second, a dedicated pedestrian bridge at the eastern end of Fingal Street near Terrace Park, provides a more satisfactory route to the beach area.

The study area also includes a number of cycle paths, with the Pacific Motorway's wide shoulders allowing for northbound and southbound cycling. Additional on-road and shared cycle paths enhance connectivity within Brunswick Heads and to neighbouring areas. Nevertheless, these paths do not offer a comprehensive network, particularly for cyclists aiming to move between the town centre, the beach, and western residential areas without

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entering traffic lanes or using narrow road shoulders, highlighting a gap in dedicated cycling infrastructure.

NETWORK QUALITY AND ACCESSIBILITY

Despite an extensive active transport network, the quality of existing paths and the level of service and accessibility for more vulnerable users could be improved. Some of the key issues include narrow or variable path widths; poor quality surfaces; gaps in the network; lack of kerb ramps and other supporting infrastructure; and unsuitable or missing crossing facilities.

Considering the ageing population, the comparatively high proportion of residents needing assistance with core activities and the large number of tourists that visit Brunswick Heads every year, addressing these existing accessibility issues will be a key driver for the Active Transport plan.

PASSENGER TRANSPORT

There are currently three public bus routes which service Brunswick Heads and surrounds. These are:

- **S430:** Billinudgel to Brunswick Heads via Ocean Shores
- **610:** Byron Bay to Lismore
- **645:** Ocean Shores to Byron Bay via Brunswick Heads and Mullumbimby

Longer distance regional coach services extend along the east coast from Brisbane to Grafton and inland from Byron Bay and Ballina West to Casino, servicing Brunswick Heads.

Each of these services stop in the centre of Brunswick Heads at an existing on-road bus stop on Park Street, north of Fingal Street. This is located close to shops, restaurants and other facilities and is directly serviced by a network of existing pedestrian paths. In addition, route 645 stops on Old Pacific Highway, south of the town centre and route S430 stops at Tweed Street, north of Fingal Street.

Dedicated pedestrian facilities to support boarding and disembarking bus passengers in these locations are currently limited. It is important that existing and planned bus stops in Brunswick Heads are integrated with and supported by the path network and any other pedestrian facilities (for example, crossings). Outside of the public bus service, passenger transport options in Brunswick Heads are currently limited.

CRASH HISTORY

Between 2018 and 2022, there were two cyclist crashes reported in Brunswick Heads, both on Tweed Street, including:

- In 2020, a cyclist heading south on the Tweed Street footpath and was hit by a car heading west when crossing Veterans Lane. The cyclist sustained a minor injury.

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- In 2022, a cyclist was heading north on Tweed Street and turning right onto Fingal Street. They were hit by a car heading west on Fingal Street and turning right onto Tweed Street. The cyclist received minor injuries.

This analysis emphasizes the need for strategic enhancements to both pedestrian and cycling infrastructure in Brunswick Heads to improve safety, connectivity, and the overall quality of the network. Prioritizing upgrades to footpath quality and width in residential areas, ensuring continuous pedestrian access to key destinations like the beach, and developing dedicated cycle paths to better connect the town centre with outlying areas are critical steps toward fostering a safer, more accessible, and user-friendly environment for residents and visitors alike.

ISSUES AND OPPORTUNITIES

Table 2: Brunswick Heads Summary of Existing Issues and Opportunities

| Issues | Opportunities |
|--|--|
| <ul style="list-style-type: none"> • Some gaps in existing walk and roll network, particularly to provide access to beach • Variable path width, poor surface quality and lack of kerb ramps negatively affects accessibility • Tweed Street forms a barrier for access between residential areas to the west and the town centre in the east. Pedestrians required to cross road at limited formal locations to access the two areas | <ul style="list-style-type: none"> • Existing compact and walkable town centre with residential areas within close proximity • Easy navigation and legibility due to street grid design • Existing high rates of pedestrian activity and established culture of walking with above average proportion of residents who walk to work • Topography generally conducive to pedestrian movements for all ages and abilities • Proximity to key attractors and natural assets (for example, beaches) to support recreational walks • Several existing attractors are located within walking distance of the town centre |

Byron Bay

Byron Bay, an iconic coastal town renowned for its low-density urban environment, compact and walkable commercial centre, remains a prime destination attracting both domestic and international visitors. The town has successfully preserved its engaged local community spirit and a harmonious relationship with the natural surroundings. This Plan focuses on the study areas within Byron Bay's western, central, and southern regions. These areas are integral to understanding the town's active transport framework and community profile.

The Active Transport study areas cover overlapping regions of Byron Bay, highlighting the town's commitment to fostering a walkable and cyclable urban landscape. These study

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areas offer a glimpse into the community's demographic and transport patterns. Importantly, the central area of Byron Bay, which is the most densely populated, stands out for its high rates of walking to work—approximately double the averages seen at regional, state, and national levels. This strong inclination towards walking among residents underscores a significant opportunity for enhancing the town's active transport network.

Leveraging Byron Bay's existing active transport culture, especially in the compact central area, presents a solid foundation for expanding and improving infrastructure to support walking and cycling. The community's preference for walking, combined with Byron Bay's environmental ethos, offers an excellent basis for encouraging an even greater shift towards sustainable and active modes of transportation. Strengthening the active transport network in Byron Bay will not only support the town's environmental goals but also enhance the quality of life for both residents and visitors, ensuring the preservation of its unique character amidst growing tourism and development pressures.



Data courtesy of Australian Bureau of Statistics and Profile ID

Figure 4: Byron region demographics (including Suffolk Park)

EXISTING ACTIVE TRANSPORT NETWORK

This report provides a comprehensive analysis of the current state of Byron Bay's cycling and pedestrian networks, identifying key areas of connectivity and safety across the western, central, and southern regions.

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Western Byron Bay

The primary active transport pathway in the western part extends from Myocum Road near the Pacific Motorway to the township of Byron Bay. Despite being a crucial link, this shared path has gaps that disrupt the network's overall connectivity and user safety. The path's location alternates between the northern and southern sides of Ewingsdale Road, necessitating frequent crossings of this busy roadway, which poses risks and inconvenience. The industrial areas in the west currently suffer from limited access to a cohesive cycle and pedestrian network, highlighting a significant area for future development.

Central Byron Bay

In the town centre, the absence of shared or on-road cycle paths presents safety risks for cyclists, forcing them to navigate through vehicle and pedestrian traffic, thereby limiting safe connectivity across Byron Bay. However, the Butler Street on-road cycle lane provides a valuable alternate route for cyclists. Conversely, the central area benefits from a relatively well-connected active transport network, providing access to commercial areas, beaches, schools, and recreational routes like the Cape Byron Walking Track. However, a substantial portion of the town's residential zones has restricted access to a fully integrated active transport network, signalling a need for enhancement.

Southern Byron Bay

The southern region features a shared cycle/pedestrian path connecting the town's centre with Suffolk Park, acting as the primary north-south corridor along the eastern side of Bangalow Road/Broken Head Road. The lack of cross-links to adjacent residential areas and the necessity for west-side residents to cross a busy roadway for access underscore the pressing need for network improvements.

NETWORK QUALITY AND ACCESSIBILITY

Perhaps somewhat reflective of the current level of connectivity in Byron Bay, the quality and accessibility of the active transport network could be improved. Some of the key issues affecting the quality and accessibility of the existing network include poor quality surfaces; tree roots, dirt and other debris; lack of pedestrian access between residential, industrial, commercial and recreational areas; lack of kerb ramps and other supporting infrastructure; unsuitable or missing crossing facilities; mixing of cyclists and pedestrians in inappropriate locations without suitable infrastructure (for example, wide paths, signs); and parked cars restricting pedestrian movements. As with Mullumbimby, this results in a low level of service for pedestrians and negatively affects the experience and use of the network for vulnerable users. Addressing these existing accessibility issues will be a key driver for this Active Transport Plan.

PASSENGER TRANSPORT

There are currently eight public bus routes which service Byron Bay and surrounds. These are:

- **610:** Byron Bay to Lismore

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- **637N:** Byron Bay to Arts & Industry Estate via Sunrise Beach
- **637S:** Byron Bay to Sunrise Beach via Arts and Industry Estate (loop service)
- **640:** Mullumbimby to Ballina via Byron Bay, Suffolk Park and Lennox Head
- **640X:** Byron Bay to Lismore via Lennox Head & Ballina
- **641:** Byron Bay to Ballina via Bangalow
- **641X:** Byron Bay to Lismore via Bangalow, Clunes & Bexhill
- **645:** Ocean Shores to Byron Bay via Brunswick Heads & Mullumbimby

Although these services provide access to different parts of Byron Bay, each service stops at the Byron Bay Interchange located on Butler Street. This area currently serves as both a hub for bus movements to/from Byron Bay and a main pedestrian meeting point and thoroughfare. Providing appropriate pedestrian facilities to enable residents and visitors to access the bus network at this location and at other stops across Byron Bay is critical. This is particularly relevant given the large number of visitors to Byron Shire every year and the current role of Byron Bay specifically as the main point of arrival and departure for visitors. This will be an important consideration when planning pedestrian facilities to service new bus infrastructure.

In addition to these local services, longer distance regional coach services extend along the east coast from Brisbane to Grafton and inland from Byron Bay and Ballina West to Casino, servicing Byron Bay.

The passenger transport network is also comprised of one transport operator which provides community transport services between Byron Bay, Ballina and Tweed, one taxi operator which services the Byron Bay area, one car hire provider within Byron Bay and an airport bus service which operates shuttles between Byron Bay and Gold Coast and Ballina airports.

CRASH HISTORY

In the five years between 2018 and 2022, Byron Bay witnessed a total of 29 cyclist crashes, which is a reduction from 36 in the previous 5 year period. These incidents predominantly occurred along major roads and areas of high traffic and pedestrian activity, such as Bangalow Road and Jonson Street.

Common contributing factors identified were poor visibility or awareness between motorists and cyclists, especially at driveways and intersections; constrained road space creating pinch points; cyclists utilizing footpaths; non-compliance with road crossing protocols; and errors by both cyclists and motorists.

In the same period, there were 15 pedestrian crashes, which is half the number reported in the previous five year period. These incidents predominantly occurred along major roads and areas of high traffic and pedestrian activity, such as Lawson Street and Jonson Street.

The predominant causes mirrored some of those affecting cyclists, including poor visibility and limited motorist awareness, particularly during parking manoeuvres; jaywalking;

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pedestrians walking close to roadways; and general errors by both motorists and pedestrians.

The drop in the number of incidents could be due to the completion of a number of shared paths such as Butler Street, Bangalow Road/Broken Head Road, Tennyson Street and Ewingsdale Road.

This analysis shows the need for targeted interventions to enhance road safety in Byron Bay. Addressing the identified causes through improved infrastructure—such as better visibility at conflict points, dedicated cycling lanes, enhanced pedestrian crossings, and public awareness campaigns about road safety—could continue to reduce the incidence of both pedestrian and cyclist crashes.

ISSUES AND OPPORTUNITIES

Table 3: Byron Bay Summary of Existing Issues and Opportunities

| Issues | Opportunities |
|---|--|
| <ul style="list-style-type: none"> • High volume of vehicles in close proximity to pedestrians and areas of high pedestrian activity • High number of tourists unfamiliar with local area • Gaps in existing active transport network, especially along key routes and to, from and within residential and industrial areas • Generally poor network quality with low level of accessibility for vulnerable users | <ul style="list-style-type: none"> • Existing compact town centre with residential areas within close proximity • Existing high rates of pedestrian activity and established culture of walking with above average proportion of residents who walk to work • Topography generally conducive to pedestrian and cyclist movements for all ages and abilities • Proximity to key attractors and natural assets (for example, beaches) to support recreational walks • Easy navigation and legibility due to street grid design • Cyclists able to use local (residential) road network due to reduced number of vehicles travelling at slower speeds |

Ocean Shores, South Golden Beach, New Brighton and Billinudgel

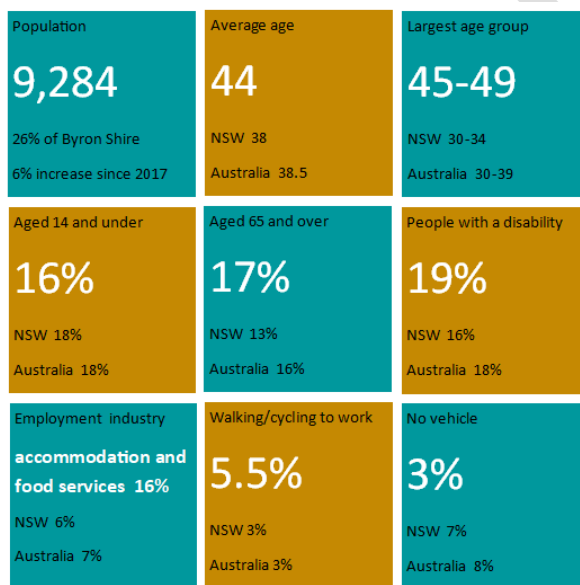
Ocean Shores, South Golden Beach, New Brighton, and Billinudgel are predominantly residential coastal suburbs situated to the north of Byron Shire, each with its own distinct characteristics. New Brighton and South Golden Beach offer beachside living, while Ocean Shores and Billinudgel are inland communities flanking the Pacific Motorway. Billinudgel distinguishes itself with a small-town centre, featuring a classic Australian country pub and several industrial trade outlets, unlike its more residentially focused neighbours.

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The primary hub of community and commercial facilities is located in Ocean Shores, particularly along Rajah Road. This area is home to the Ocean Village Shopping Centre, Ocean Shores Medical Centre, and Ocean Shores Community Centre, serving as the main local attractors. In contrast, the other suburbs mainly offer facilities that meet the residents' basic needs, such as schools and community centres, with no significant central attractor outside Ocean Shores.

Analysis highlights a lower than average walk-to-work rate among the combined areas of Ocean Shores, South Golden Beach, and New Brighton, when compared to regional, state, and national averages. This trend might be attributed to a lack of infrastructure, an older population demographic, the inclusion of rural zones in the survey data, and a scarcity of local employment opportunities, which also impacts the utility and demand for pedestrian and cycling infrastructure.

Incorporating this data into Byron's Active Transport planning efforts is crucial for understanding the specific needs of these northern Byron Shire communities. Developing targeted strategies to enhance pedestrian and cycling infrastructure could significantly improve local mobility, access to essential services, and overall community well-being, considering the unique characteristics and needs of each suburb.



Data courtesy of Australian Bureau of Statistics and Profile ID

Figure 5: Brunswick region demographics (including Ocean Shores, Billinudgel, South Golden Beach and New Brighton)

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EXISTING ACTIVE TRANSPORT NETWORK

The existing active transport network across Ocean Shores, South Golden Beach, New Brighton, and Billinudgel, outlines a series of pedestrian and shared cycle paths that facilitate connectivity between these suburbs, albeit with notable limitations and gaps. The pedestrian network features key links, such as the footpath along Rajah Road to Brunswick Valley Way and several routes in South Golden Beach that connect to various points, including Brunswick Valley Way and New Brighton. However, these connections are hindered by discontinuities within and between the areas, particularly in South Golden Beach and along Wilfred Street in Billinudgel, affecting the network's overall cohesion and functionality.

The cycle network is characterized by its reliance on the Pacific Motorway and shared paths that provide inter-suburban connections. While continuous cycle access is available between certain areas, such as Billinudgel to South Golden Beach and onwards to New Brighton, Ocean Shores exhibits a more restricted cycle network with limited on-road paths and a lack of dedicated pathways to key attractors. Moreover, Billinudgel and the broader region suffer from inadequate provisions for longer-distance cycling, especially on routes like The Pocket Road, which lacks the necessary infrastructure to support safe cycling.

NETWORK QUALITY AND ACCESSIBILITY

Ocean Shores is a comparatively new development area though the active transport network is currently limited and, for the most part, narrow. Despite this, the paths that do exist have good quality surfaces with kerb ramps located along each road intersection to improve the level of service for mobility impaired users. Providing a more extensive and higher quality active transport network in Ocean Shores will go some way towards improving the overall level of service and accessibility. However, the undulating topography that provides such spectacular views may undermine broader network accessibility for mobility impaired users.

Although limited, the existing active transport network in South Golden Beach is currently of a high quality with wide paths, smooth and even surfaces and kerb ramps. Expanding this network to complete missing links and better connect residential areas will significantly help to improve the level of service and accessibility in the future.

The existing shared cycle/pedestrian path that currently bisects New Brighton provides a fair level of service for more vulnerable users as the path is generally wide and the surface quality is good. Path quality is reduced in select locations, however, due to the presence of leaf litter and sand. This is particularly evident along New Brighton Road between Redgate Road and Byron Street (leaf litter) and along The Esplanade, north of Strand Avenue (sand). Undertaking regular maintenance will help to ensure the path is suitable for all users.

Accessibility in Billinudgel is currently poor despite the presence of a wide shared path along one part of Wilfred Street. This low level of service is largely due to the discontinuity of the network and general lack of paths. Addressing these existing accessibility issues will be a key driver for this Active Transport plan.

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PASSENGER TRANSPORT

There are currently five public bus routes which service Ocean Shores, South Golden Beach, New Brighton and Billinudgel, namely:

- **645:** Ocean Shores to Byron Bay via Brunswick Heads & Mullumbimby
- **S427:** Ocean Shores to Billinudgel via Brunswick Heads & Ocean Shores Schools
- **S429:** Billinudgel to Emmanuel Anglican College & North Ballina via Pacific Mwy
- **S430:** Billinudgel to Brunswick Heads via Ocean Shores
- **S457:** Brunswick Heads Public to Billinudgel via Ocean Shores

These bus services stop at multiple locations across Ocean Shores, South Golden Beach, New Brighton and Billinudgel, often with limited infrastructure available (bus stops, waiting areas, paths, crossings, etc.) to support boarding and alighting bus passengers. As mentioned earlier, providing appropriate pedestrian facilities to enable residents and visitors to access the bus network is important as it improves safety, practicality and the integration of different transport modes. This has the potential to improve the overall attractiveness of public transport use and to provide further transport alternatives in order to reduce reliance on private vehicle use. This is particularly relevant in Ocean Shores where the hilly topography could affect rates of walking and rolling.

In addition to these local services, longer distance regional coach services extend along the east coast from Brisbane to Grafton and inland from Byron Bay and Ballina West to Casino, servicing Ocean Shores and Billinudgel.

The passenger transport network is also comprised of one transport operator which provides a shuttle between Brisbane Airport and Casino.

CRASH HISTORY

Safety data from 2018 to 2022 shows a total of three cyclist crashes within Ocean Shores and South Golden Beach, occurring near higher-traffic roads, pointing to a mix of motorist negligence and cyclist error as primary causes. Despite these incidents, a declining trend in cyclist crashes since 2015 suggests improvements in safety or changes in usage patterns.

Only one crash involving a pedestrian was recorded during this time period and it occurred on the Pacific Highway, north of Wilfred Street, outside of Council's jurisdiction.

ISSUES AND OPPORTUNITIES

Table 4: Ocean Shores, South Golden Beach, New Brighton & Billinudgel Summary of Existing Issues and Opportunities

| Issues | Opportunities |
|---|--|
| <ul style="list-style-type: none"> • Many gaps in existing active transport network • Low proportion of residents who walk or cycle to work | <ul style="list-style-type: none"> • Some existing key pedestrian and cyclist routes that link different suburbs. Provides spines from which the active transport network could be expanded |

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- | | |
|--|--|
| <ul style="list-style-type: none"> • Undulating topography, particularly in Ocean Shores, may impact on mobility • Paths in Billinudgel generally poorer quality and less accessible • The Pacific Motorway forms a barrier for pedestrian access between beachside and inland localities | <ul style="list-style-type: none"> • Newer residential areas generally have higher quality and more accessible paths • Existing co-location of major attractors (shopping centre, medical centre, and community centre) in Ocean Shores • Good access across the Pacific Motorway to inland areas |
|--|--|

Main Arm, Federal and Eureka

Main Arm, Federal, and Eureka are identified as small inland villages situated in the western part of the Shire, offering basic amenities including general stores, community halls, dining options, and accommodation to both locals and visitors.

The assessment of the existing active transport network within Main Arm and Federal reveals significant limitations. These limitations hinder the ability of pedestrians, especially those with mobility impairments, to navigate safely and efficiently through these villages. Moreover, the analysis highlights a complete absence of cycling facilities in both Main Arm and Federal, pointing towards a gap in infrastructure that fails to support cyclists.

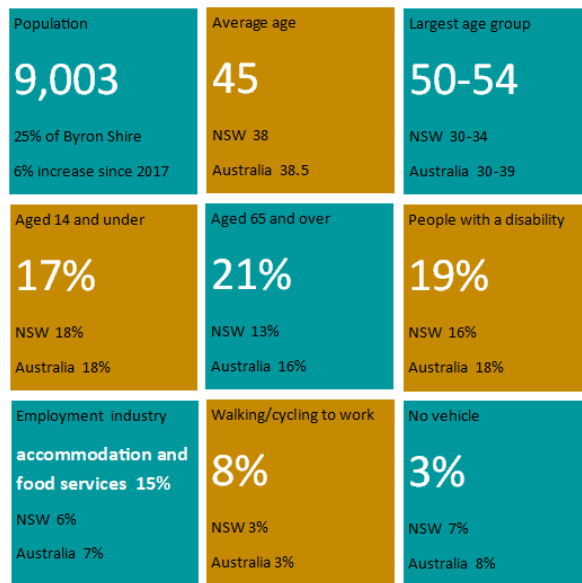
The Federal Village Masterplan will further assist in the development of an active transport network for this area.

This overview suggests an urgent need to consider infrastructure development projects aimed at enhancing the active transport networks in these villages. Improving such networks would not only cater to the needs of residents and visitors with mobility impairments but also encourage active transportation modes, contributing to the overall well-being of the community and the environment.

Mullumbimby

Mullumbimby is a unique, inclusive and relaxed town that is bisected by the Brunswick River and set against a picturesque mountain backdrop. It is a key centre servicing the needs of both town residents and the surrounding rural areas. The heart of Mullumbimby is its community and its strength, optimism and ability to foster local enterprise and achieve practical solutions to pressing issues.

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Data courtesy of Australian Bureau of Statistics and Profile ID

Figure 6: Mullumbimby region demographics (including Main Arm)

EXISTING ACTIVE TRANSPORT NETWORK

The current state of Mullumbimby's pedestrian and cycle network provides a solid foundation for both accessibility within the town and potential for future expansion, despite noticeable gaps and limited infrastructure in specific areas. The town's active transport network is well-developed around its core commercial area, extending to key residential zones and natural attractions such as the Brunswick River and Mullumbimby Creek. This network mainly runs adjacent to roads, facilitating access to the majority of the town's central and surrounding residential areas, schools, and other attractors. However, connectivity challenges exist, particularly to the east and northwest, where footpath infrastructure is lacking.

On the cycling front, Mullumbimby hosts an on-road cycle path network concentrated within the town centre, providing a good basis for expanded connectivity. These paths offer partial linkage to the shared path network but fall short in extending accessibility into the broader residential areas to the north, south, and east. The existing shared paths support off-road movements between the town centre and specific residential zones, though their utility is compromised by gaps in the network and inconsistent path locations across roads. Currently, cyclists often resort to on-road cycling amidst traffic or using existing footpaths due to the absence of dedicated cycle paths, especially for longer-distance connections to nearby towns and rural communities. This scenario is more pronounced on highly trafficked and narrow roads surrounding Mullumbimby, which lack dedicated cycling infrastructure.

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NETWORK QUALITY AND ACCESSIBILITY

There is currently room for improvement in the quality of the existing active transport network in Mullumbimby. In particular, there are issues including narrow paths; poor quality surfaces; dirt and other debris; short gaps in the established network; lack of kerb ramps and other supporting infrastructure (for example, tactile ground surface indicators for visually impaired users); unsuitable or missing crossing facilities; mixing of cyclists and pedestrians in inappropriate locations without suitable infrastructure (for example, wide paths, signs); and parked cars restricting pedestrian movements. Overall, this results in a low level of service for pedestrians and, importantly for children, the elderly and those with visual/mobility impairments, has direct implications for the accessibility of the network.

The severity of these issues is compounded further by the demand for accessible infrastructure due to the ageing population and the comparatively high proportion of residents needing assistance with core activities.

Addressing these existing accessibility issues will be a key driver for the Byron Active Transport Plan.

PASSENGER TRANSPORT

There are currently three public bus routes which service Mullumbimby and surrounds. These are:

- **610:** Byron Bay to Lismore
- **640:** Mullumbimby to Ballina via Byron Bay, Suffolk Park and Lennox Head
- **645:** Ocean Shores to Byron Bay via Brunswick Heads & Mullumbimby

These services stop at different locations across Mullumbimby and the amount and type of infrastructure available to support boarding and alighting bus passengers varies. Providing appropriate pedestrian facilities to enable residents and visitors to access the bus network is important as it improves safety, practicality and the integration of different transport modes. This has the potential to improve the overall attractiveness of public transport use to, from and within Mullumbimby and to provide further transport alternatives in order to reduce reliance on private vehicle use.

In addition to these local services, longer distance regional coach services extend along the east coast from Brisbane to Grafton and inland from Byron Bay and Ballina West to Casino, servicing Mullumbimby.

The passenger transport network also includes one taxi operator which services the Mullumbimby area. Contrary to buses which have fixed stops, taxis pick-up and drop-off where required. The primary challenge, therefore, is largely around the provision of pedestrian facilities (e.g. paths) in locations that enable users to access taxis safely and conveniently.

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CRASH HISTORY

A total of seven crashes involving pedestrians were recorded between 2018 and 2022 in Mullumbimby. Six crashes occurred in the town centre within close proximity to roadways and existing footpaths. The intersections off Burringbar Street are of particular interest as four of the crashes occurred at these locations.

In addition, there were six cyclist crashes from 2018 to 2022, most occurring along the main traffic routes through town including Jubilee Ave, Dalley Street and Burringbar Street.

An analysis of all recorded crashes in Mullumbimby over the last five years suggests that no more than two crashes were recorded in a given year and that none of the crashes resulted in a fatality. The analysis does not suggest any consistent reason or issue behind the crashes, however pedestrian or motorist error was noted as the reason for a number of the crashes.

ISSUES AND OPPORTUNITIES

Table 5: Mullumbimby Summary of Existing Issues and Opportunities

| MULLUMBIMBY – SUMMARY OF EXISTING ISSUES AND OPPORTUNITIES | |
|--|--|
| Issues | Opportunities |
| <ul style="list-style-type: none"> • High volume of pedestrians and vehicles and regular car parking manoeuvres • High number of tourists unfamiliar with local area • Limited active transport network outside of the town centre • High volume of vehicles in close proximity to pedestrians and areas of high pedestrian activity • Generally poor network quality with low level of accessibility for vulnerable users • Large number of residential streets currently lack footpaths and kerb and channel. • Large residential lots to the west affect active transport connectivity | <ul style="list-style-type: none"> • Compact town centre with residential areas and attractors within close proximity • Established network of on-road cycle paths in the town centre, servicing a number of key attractors • Existing wide streets provide opportunities for more mixed-use paths. • Topography generally conducive to cycle and pedestrian movements for all ages and abilities • Proximity to key attractors and natural assets (for example, rivers and parks) to support recreational cycling and walking. • Existing high rates of pedestrian activity concentrated in the town centre |

Suffolk Park

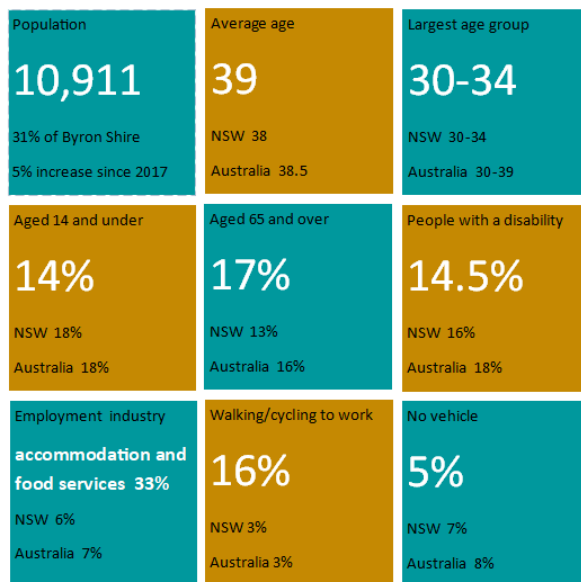
Suffolk Park, situated approximately five kilometres south of Byron Bay, is a tranquil and unique residential community that attracts a wide range of residents and visitors. The area is strategically located on both sides of Broken Head Road, offering convenient access to several key attractions including Tallow Beach, Tallow Creek, the Ti-Tree Lake Aboriginal Area, the Byron Bay Golf Course, and various sporting facilities. The community benefits

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from its proximity to natural assets, making it an appealing location for both leisure and residence.

Despite its attractive setting and amenities, Suffolk Park faces challenges related to transportation and employment. A notably low percentage of residents walk to work, which can be attributed to scarce local job opportunities and the impracticality of walking to employment centres located further away. Consequently, walking in Suffolk Park is predominantly for leisure rather than commuting purposes. However, the completion of the Bangalow Road/Broken Head Road shared path has helped improve the connectivity to Byron Bay and commuting opportunities.

This combination of recreational opportunities alongside limited employment access within walking distance underscores the dual nature of Suffolk Park as both a serene residential area and a recreational hub. Efforts to **enhance** local transportation and develop employment strategies may further enrich the living and visiting experience in Suffolk Park, leveraging its natural beauty and community assets.



Data courtesy of Australian Bureau of Statistics and Profile ID

Figure 7: Byron region demographics (including Suffolk Park)

EXISTING ACTIVE TRANSPORT NETWORK

The current analysis of Suffolk Park's cycle and pedestrian infrastructure reveals some gaps and limitations that impair connectivity and safety for cyclists and pedestrians. The Bangalow Road/Broken Head Road shared path provides a valuable connection to Byron

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Bay. However, the adjacent residential road network lacks dedicated cycle paths and poses challenges for safe and convenient travel.

In terms of pedestrian infrastructure, Suffolk Park showcases a contrasting scenario. The active transport network, particularly in the eastern sections near Tallow Beach and the commercial hub at the intersection of Clifford Street and Broken Head Road, provides generally uninterrupted pedestrian access. However, the network is severely limited in residential areas, especially to the east of Broken Head Road where pedestrian access to Tallow Creek and its surrounding environmental areas relies on the existing road network and grassed verges. The western residential zone benefits from a more extensive network of footpaths, though less than half of Suffolk Park's residential areas have access to a connected footpath network. Furthermore, Suffolk Park lacks connectivity to the north-south shared cycle/pedestrian path that facilitates access to Byron Bay.

Addressing these connectivity and safety issues, particularly through the provision of suitable crossing locations across Broken Head Road and the expansion of the cycle and pedestrian network, is essential for improving access to residential areas and key attractors, thereby enhancing the overall mobility and liveability of Suffolk Park.

NETWORK QUALITY AND ACCESSIBILITY

As a comparatively newer development area, particularly west of Broken Head Road, the existing active transport network in Suffolk Park is generally of a higher standard in terms of both path surface quality and accessibility for more vulnerable users. This is undermined, however, by the lack of paths forming a connected network.

Overall, this results in a fair level of service for pedestrians and provides some accessibility for the more vulnerable users. Building upon the existing network and enhancing the level of service and accessibility for all users is a key consideration for the future active transport network in Suffolk Park.

PASSENGER TRANSPORT

There are currently three public bus routes which service Suffolk Park and surrounds. These are:

- **637S:** Byron Bay to Baywood Chase via Suffolk Park & Byron Hills
- **640:** Mullumbimby to Ballina via Byron Bay, Suffolk Park and Lennox Head
- **640X:** Byron Bay to Lismore via Lennox Head and Ballina

Longer distance regional coach services extend along the east coast from Brisbane to Grafton and inland at Byron Bay and Ballina West to Casino, servicing Suffolk Park.

Due to its proximity, the passenger transport network in Suffolk Park is comprised of the same providers and services as Byron Bay.

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CRASH HISTORY

Three pedestrian crashes and four cyclist crashes were recorded between 2018 and 2022. Most of these occurred around high traffic routes such as Broken Head Road and Clifford Street.

The pedestrian crashes were the result of pedestrians standing or running across the road which could indicate a need for more crossing points. There were no pedestrian crashes recorded in the previous 5 year period and this may point to an increase in pedestrian activity in the last 5 years. This is supported by demographic data which shows a 5% population increase since 2017 across Byron Bay and Suffolk Park.

The majority of the cycle incidents involved a cyclist on the road interacting with motor vehicles. In the previous 5 years there were six cycle crashes and three of the recent crashes occurred on Broken Head Road prior to the construction of the new cycleway in 2021.

Despite these incidents, a declining trend in cyclist crashes since 2017 suggests improvements in safety or changes in usage patterns.

ISSUES AND OPPORTUNITIES

Table 6: Suffolk Park Summary of Existing Issues and Opportunities

| Issues | Opportunities |
|---|---|
| <ul style="list-style-type: none"> Limited active transport network in existing residential areas, negatively affecting accessibility Broken Head Road forms a barrier for access between eastern and western parts of Suffolk Park. Pedestrians and cyclists required to cross busy road | <ul style="list-style-type: none"> Topography generally conducive to pedestrian movements for all ages and abilities Proximity to natural assets (for example, Tallow Beach, Ti-Tree Aboriginal Area) to support recreational walks Footpaths currently provided to/from existing sport facilities and the commercial area along Clifford Street Existing paths generally of higher quality and more accessible Existing residential population to enable increase in walking Cyclists able to use local (residential) road network due to reduced number of vehicles travelling at slower speeds |

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Community consultation

Adoption of the PAMP and Bike Plan



An extensive three-stage community consultation process was used in the development of the original PAMP (Pedestrian Access and Mobility Plan) and the Bike Plan in 2018 and 2019. These stages included an online survey, workshops and consultation on the draft documents.

Roughly 700 survey responses were received, providing an excellent sample for analysis and for understanding the current community experience

using the existing walk and cycle networks.

Some of the key recurring themes for the Shire that specifically related to active transport included:

- New footpaths needed
- Connectivity between footpaths within towns and also between towns
- Increased maintenance needed for footpaths and roads
- Safety improvements needed (for example, separation of pedestrians, cyclists and motorists, provision of safe crossing points, improved lighting)
- Activation of the disused Casino-Murwillumbah rail line for walking and cycling.

As the foundation for the Byron Active Transport Plan, the online survey was also used as a means of identifying those in the community who wished to contribute further to the development of the plan. Approximately 54% of survey respondents expressed an interest in further engagement including local design workshops.

Some of the key statistics from the local design workshops include:

- 150 participants across the five design workshops
- 568 comments provided across both plans
- The greatest number of comments relating to the development of the PAMP and Bike Plan were provided at the Byron Bay consultation session followed by the Ocean Shores, Mullumbimby, Bangalow and ACWG sessions
- 277 comments relating to the development of the PAMP
- 392 comments relating to the development of the Bike Plan

Creation of the new Active Transport Plan

In 2023, in accordance with monitoring and evaluation requirements, Council resolved to review the PAMP and Bike Plan and combine them into a new Active Transport Plan.

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In May 2024, the draft Active Transport Plan and mapping were released for further community feedback to ensure that they were still relevant and suited to the needs of a changing community. Because this is only a mid-life review of existing documents, community feedback was received via online survey on Council's website.

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Designing the Active Transport network

The community consultation provided insight into on-the-ground experiences and possible initiatives for the Active Transport network as well as the variety of users and the unique characteristics and needs of each. Understanding this is a pre-requisite for developing a future network with routes that are appropriately prioritised and with initiatives that suit user needs.

Designing for users

In developing the future Active Transport network, a concerted effort was made to understand and design for the actual users of the network. An overarching design philosophy with more detailed design principles was adopted to ensure consistency not only in the approach to planning the future network but also to inform finer details around the type of infrastructure which could be implemented. The design principles and some of the physical implications for the network are discussed in the relevant sections below.

DESIGN PHILOSOPHY AND PRINCIPLES

The guiding philosophy for developing the Active Transport network was to design an active transport environment for the most vulnerable users, so that it is suitable for all. This especially includes users with impaired mobility, vision and/or hearing. A set of design principles were adopted to support the design philosophy and to help apply it spatially across the Shire. These principles are:

- Provide a convenient, safe and connected network that offers route choice; that links residential areas, key attractors and public transport facilities; that considers the needs of all users; that formalises existing pedestrian paths; that addresses existing hazards; and that reduces the need to cross roads.
- Provide suitable crossings where the active transport network intersects with the road network and recognition that these locations are the most vulnerable parts of the network.
- Promote pedestrian and cycle priority where possible, where contextually appropriate and where the strategic intent of the pedestrian and cycle link is advanced.

PATH TYPES

The design philosophy and principles have direct implications for the type of infrastructure (paths and crossings) which can be implemented to complete the proposed network.

For the path network, the following different path types will be implemented:

- Footpaths – for the exclusive use of pedestrians. It should be noted that any paths within Crown Lands Parks and Reserves are subject to the relevant Plan of Management.
- Shared paths – for the shared use of both pedestrians and cyclists (and other appropriate mobility devices of similar scale and operating characteristics).

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Separated from vehicle traffic and typically located outside of existing roadways. This type of path requires careful consideration to maintain the safety and comfort of users, particularly those with impaired mobility, vision and/or hearing. Additional information on this path type is provided in Austroads' Guide to Road Design. Additionally, potential cycling speeds will be assessed during detailed design and controls to reduce speeds will be introduced where hazards are present.

- Mixed traffic street – for the shared use of pedestrians, cyclists and motorists with priority given to active transport. Suitable for application on low speed, low traffic, high pedestrian environments such as town centres and laneways. Street redesign is required in addition to a reduction in posted speed limits. Examples of a mixed traffic street could include shared zones, pedestrian malls, 'talking streets', advisory bicycle lanes and cycle streets.
- Off-road separated cycle paths – for the exclusive use of cyclists. Separated from vehicle and pedestrian traffic and located outside of existing roadways.
- On-road separated cycle paths – for the exclusive use of cyclists. Separated from vehicle and pedestrian traffic but located on existing roadways. Separation could include but not be limited to safety strips (e.g. paint treatments with flexible bollards), temporary planter boxes or more permanent raised separation (e.g. kerbs).
- On-road cycle lanes – for the exclusive use of cyclists. Located within the existing roadway with minor separation from vehicle traffic, typically through line marking.

Examples of these path types are provided in Figure 8 below.



Path type: Off-road separated cycle path
Location: Sydney, Australia
Source: PSA Consulting, 2019



Path type: On-road separated cycle path
Location: Santa Monica, USA
Source: PSA Consulting, 2019



Path type: Shared path
Location: Brunswick Heads, Australia
Source: PSA Consulting, 2019

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Path type: On-road cycle lane
Location: South Golden Beach, Australia
Source: PSA Consulting, 2019



Path type: Mixed traffic – shared zone
Location: New Zealand
Source: Google Images



Path type: Mixed traffic – cycle street
Location: Nijmegen, Netherlands
Source: TMR, 2015



Path type: On-road separated cycle path
Location: Melbourne, Australia
Source: TMR, 2015



Path type: Mixed traffic – advisory bicycle lane
Location: Utrecht, Netherlands
Source: Google Street View, 2018



Path type: Footpath (town centre)
Location: Bangalow, Australia
Source: PSA Consulting, 2019



Path type: Footpath
Location: Bangalow, Australia
Source: PSA Consulting, 2019



Path type: Mixed traffic – shared zone
Location: New Zealand
Source: Google Images

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Path type: Shared path
Location: Brunswick Heads, Australia
Source: PSA Consulting, 2019



Path type: Shared path
Location: Mullumbimby, Australia
Source: PSA Consulting, 2019



Path type: Mixed traffic – pedestrian mall
Location: Melbourne, Australia
Source: Google Images

Figure 8: Path examples

Footpaths and shared paths are considered to be 'off-road' as they are not contained within existing roadways and are therefore separate from vehicle traffic. Although the style and dimensions of these two path types will vary across the Shire depending on the local context, the intent is to provide paths that satisfy, as a minimum, the dimensions provided in Table 7.

The path dimensions presented in Table 7 were developed based on a review and synthesis of relevant national, state, regional and local standards.

Table 7: Path width guide

| PATH TYPE | SITUATION | DESIRABLE MINIMUM WIDTH |
|---|---|-------------------------|
| Footpath | Low pedestrian volumes (for example, a typical residential street) | 1.2m ¹ |
| | Moderate pedestrian volumes (for example, between key origins and destinations) | 1.5m ² |
| | High pedestrian volumes (for example, a commercial area or town centre) | 2.4m |
| | Wheelchair users passing one another | 1.8m |
| Off-road separated cycle path | One-way | 1.5m |
| | Two-way | 2.5m |
| On-road separated cycle path ^{3,4} | One-way | 1.5m |
| | Two-way | 2.5m |
| Shared path | Two-way local access path | 2.5m |
| | Two-way regional path | 3.0m |

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| PATH TYPE | SITUATION | DESIRABLE MINIMUM WIDTH |
|------------------------------------|---------------------------|----------------------------|
| | Two-way recreational path | 3.5m |
| On-road cycle lane ³ | One-way | 1.5m |

Note:

The path widths presented in Table 1 are provided as a guide only. The exact dimensions to be applied will depend on the local context and will consider user type, volumes and major travel directions, environmental features, and existing constraints. Additional guidance on path widths and implementation is outlined in Austroads' Guide to Road Design.

¹ According to Austroads Guide to Road Design, a footpath width of 1.2m is sufficient to accommodate a wheelchair user while a width of 1.8m is required to allow two wheelchair users to comfortably pass. Where a path is less than 1.5m wide, footpaths should be widened at regular intervals to provide opportunities for wheelchair users to pass.

² Footpath widths of 1.5m are proposed along routes likely to experience moderate pedestrian volumes in order to allow a wheelchair user and a pram to comfortably pass.

³ Based on a posted speed limit of 60km/h in adjacent roadway

⁴ Separation width of 1.0m (minimum) is required if path is located adjacent to parallel parked cars, otherwise 0.4m (minimum) is required

Example cross-sections of each of these path typologies are provided in Figures 9, 10, 11 and 12.

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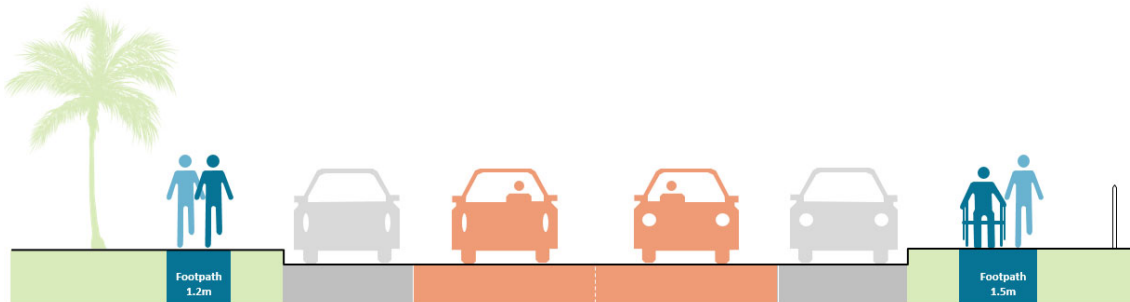


Figure 9: Example cross-sections of a 1.2m and a 1.5m pedestrian footpath

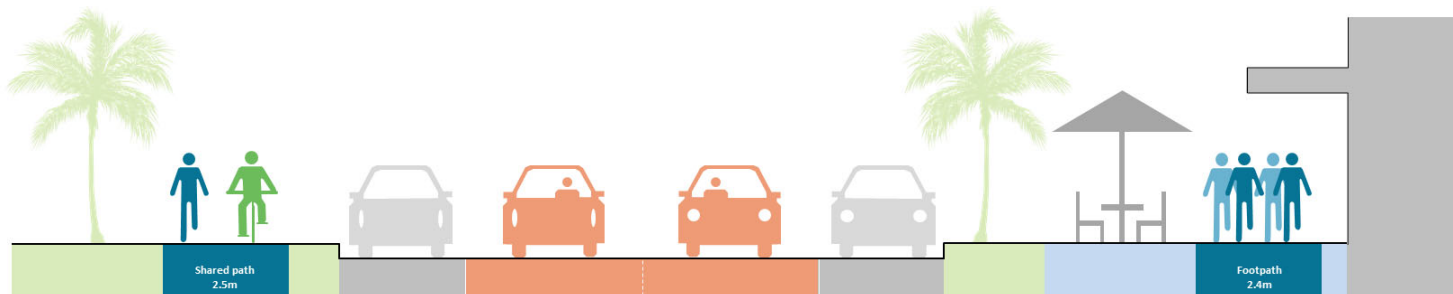


Figure 10: Example cross-sections of a 2.5m shared path and a 2.4m pedestrian footpath

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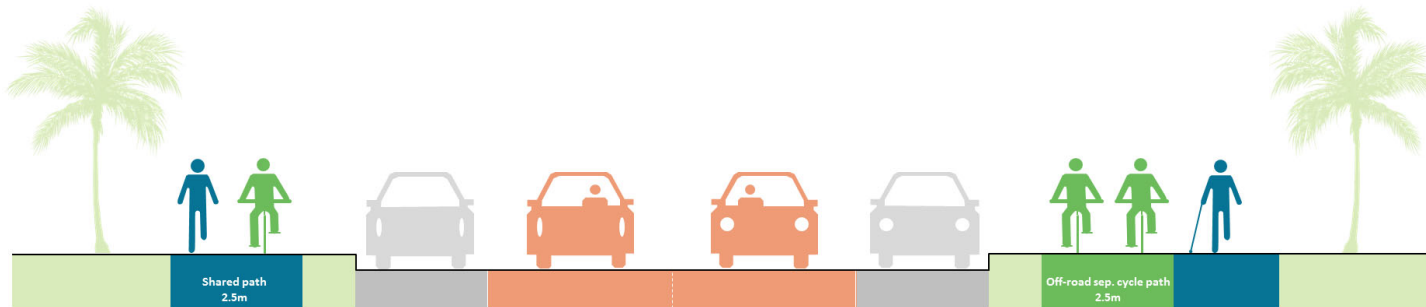


Figure 11: Example cross-sections of a 2.5m shared path and 2.5m off-road separated cycle path

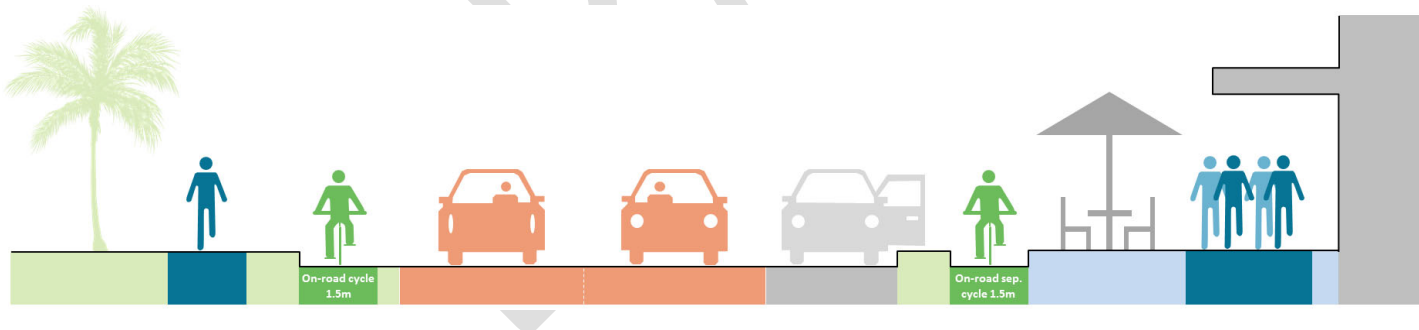


Figure 12: Example cross-sections of a 1.5m on-road cycle lane and 1.5m on-road separated cycle path

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CROSSING TYPES

The suitability and safety of any active transport network is determined as much, or arguably more, by the treatment applied to network crossing points as to the type and quality of its paths. These points are the most vulnerable parts of the network as this is where pedestrians, cyclists and vehicles intersect.

As outlined above, a key design principle was to develop the network to reduce the need for road crossings from the outset. In practical terms, this could mean providing a consistent path on both sides of the road or identifying pedestrian and cyclist desire lines and formalising this with appropriate infrastructure. As it is unrealistic and impractical to fully design-out the need for pedestrian and cyclist crossing points, providing appropriate crossing treatments at locations that are convenient and safe for users is critical to providing a convenient, connected and safe active transport network.

Crossing types suitable for implementation in the Shire are listed below with examples presented in Figure 13.

- Pedestrian refuges
- Zebra crossings
- Raised ('wombat') crossings
- Separated pedestrian crossing.

When selecting which crossing treatment to apply, consideration will be given to the different types of user and their specific needs and characteristics (especially children and those with mobility impairments), the volume of users and vehicles, the local context, the strategic intent of the path, and the nature of the intersecting road. The exact location and type of proposed crossings will be determined subject to further investigation, detailed design, TFNSW approval and community consultation.



Pedestrian refuge



Zebra crossing

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Raised crossing



Separated pedestrian crossing (Source: Austroads, 2017)

Figure 13: Crossing types

Supporting facilities

Regardless of the path or crossing selected, the provision of appropriate supporting facilities is important to ensuring the active transport network is accessible, safe and suitable for use by all and is pleasant, inviting and interesting. Some of these facilities include:

- Kerb build-outs
- Kerb ramps
- Lighting
- Path maintenance schedules
- Seating
- Shade, especially from trees
- Signage, wayfinding and maps
- Tactile ground surface indicators ('TGSIs')
- Water fountains.

It is expected that the above listed facilities would be combined as required as part of the future network. As an example, this could include the provision of tactile ground surface indicators, kerb ramps, signage and appropriate lighting and trees at pedestrian crossings to ensure safe and accessible movement for all users. This could be further combined with a path maintenance schedule to ensure the path is regularly cleared of debris. This is relevant as much to existing as it is to proposed infrastructure to ensure current facilities are appropriate, safe and up to standard. Implementation of these supporting facilities is likely to differ across the Shire and as the local context requires.

Active transport maps

The Byron Active Transport network maps are the synthesis of the PAMP and Bike Plan, works completed since 2019, the findings from community consultation and the application of current, best practice transport planning.

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This network has been developed for the entire Shire, with a specific focus on the following towns and villages due to their comparatively high levels of pedestrian and cycle activity:

- Mullumbimby
- Byron Bay
- Suffolk Park
- Bangalow
- Ocean Shores, South Golden Beach, New Brighton and Billinudgel
- Brunswick Heads
- Main Arm
- Federal.

The Active Transport network maps have been provided for each of these localities on Council's website (www.byron.nsw.gov.au). These maps show the existing and proposed active transport network to provide an indication of future connectivity when the entire network is constructed and also the path typology which could be implemented to achieve the objectives of the Byron Active Transport Plan and the Moving Byron Strategy.

Details on the exact alignment and type of path and/or crossing to be implemented will be determined during more detailed planning and in line with the findings of more targeted community consultation undertaken as a project progresses. This will help ensure any new or upgraded facility responds to the diverse conditions and challenges of the local context and aligns with the needs and aspirations of the community.

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Action plan

The Active Transport Plan will be implemented by Byron Shire Council in partnership with the NSW State Government, the private sector and the local community.

Funding for active transport projects will be sought from the following:

- Annual transport capital and operational programs
- NSW state government grant programs, such as the Active Transport fund

This section outlines how the future network will be translated into practical, implementable action. This includes reference to a detailed schedule of future works, a discussion on potential funding sources to aid delivery, and the preparation of a monitoring and evaluation framework.

METHODOLOGY

The following methodology was adopted to develop this Action Plan:

- Review the proposed active transport network
- Identify pedestrian and cycle infrastructure (paths and crossings) that could be packaged and delivered as one project. By providing 'complete links' this will help to provide convenient, connected and safe connections that benefit users even if delivered in stages
- Estimate the cost to deliver each piece of infrastructure, consolidated into appropriate works packages
- Prepare a schedule of future works to outline the extent, description, cost and priority of works to be undertaken over the life of this plan and beyond
- Identify potential funding sources to deliver the projects outlined in the plan
- Develop a monitoring and evaluation framework to ensure the findings and strategic direction of the Plan remains current and to track the rate of progress.

WORKS PRIORITISATION AND PACKAGING

Consideration has been provided to the respective priority of implementing each of the identified paths and crossings. A description of each priority category is provided in Table 8 while Table 9 demonstrates the different components that make up the priority categories.

Table 8: Implementation priority

| PRIORITY CATEGORY | PRIORITY DESCRIPTION |
|-------------------|---|
| Priority A | <p>Highest priority for implementation.</p> <p>As there is a large number of priority A paths, each has been given a sub-priority designation (e.g. A1, A2, A3, etc) to further differentiate the importance. This sub-priority has been scored using the same criteria below.</p> <p>Key criteria for consideration include whether the proposed facility:</p> |

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| PRIORITY CATEGORY | PRIORITY DESCRIPTION |
|-------------------|---|
| | <ul style="list-style-type: none"> addresses an identified and significant safety issue; significantly improves pedestrian and cycle access and mobility or is part of a broader connection that significantly improves pedestrian and cycle access and mobility; connects a diverse number of residential areas, key attractors and/or public transport facilities; responds to existing/demonstrated high pedestrian and cycle demand; facilitates significant growth in pedestrian and cycle volumes in the future; reduces the need to cross roads. |
| Priority B | <p>Medium priority for implementation</p> <p>Key criteria for consideration include whether the proposed facility:</p> <ul style="list-style-type: none"> addresses an identified and moderate safety issue; moderately improves pedestrian and cycle access and mobility or is part of a broader connection that moderately improves pedestrian and cycle access and mobility; connects a variety of residential areas, key attractors and/or public transport facilities; responds to existing/demonstrated moderate pedestrian and cycle demand; facilitates moderate growth in pedestrian and cycle volumes in the future. |
| Priority C | <p>Low priority for implementation</p> <p>Key criteria for consideration include whether the proposed facility:</p> <ul style="list-style-type: none"> addresses an identified safety concern; improves pedestrian and cycle access and mobility; connects residential areas, attractors and/or public transport facilities; responds to existing/demonstrated minor pedestrian and cycle demand. |

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Table 9: Priority components by category

| PRIORITY COMPONENT | PRIORITY CATEGORY | | |
|--------------------|--|---|--|
| | A | B | C |
| Safety | <ul style="list-style-type: none"> addresses an identified and significant safety issue reduces the need to cross roads | <ul style="list-style-type: none"> addresses an identified and moderate safety issue | <ul style="list-style-type: none"> addresses an identified safety concern |
| Accessibility | <ul style="list-style-type: none"> significantly improves pedestrian and cycle access and mobility or is a component of a broader connection that significantly improves pedestrian and cycle access and mobility | <ul style="list-style-type: none"> moderately improves pedestrian and cycle access and mobility or is a component of a broader connection that significantly improves pedestrian and cycle access and mobility | <ul style="list-style-type: none"> improves pedestrian and cycle access and mobility |
| Connectivity | <ul style="list-style-type: none"> connects a diverse number of residential areas, key attractors and/ or public transport facilities | <ul style="list-style-type: none"> connects a variety of residential areas, key attractors and/ or public transport facilities | <ul style="list-style-type: none"> connects residential areas, key attractors and/ or public transport facilities |
| Demand | <ul style="list-style-type: none"> responds to existing/ demonstrated high pedestrian and cycle demand facilitates significant growth in pedestrian and cycle volumes in the future | <ul style="list-style-type: none"> responds to existing/ demonstrated moderate pedestrian and cycle demand facilitates moderate growth in pedestrian and cycle volumes in the future | <ul style="list-style-type: none"> responds to existing/ demonstrated minor pedestrian and cycle demand |

Each of the proposed paths and crossings that make up the active transport network have been assigned a priority categorisation based on the criteria presented in Table 2. The prioritised infrastructure was then grouped into appropriate works packages in order to provide 'complete links' as far as possible, even if the full extent of the connection is not able to be delivered all at once. This will help to maximise the return on any infrastructure investment and, importantly, to ensure that routes that are provided are convenient, connected and safe, even if provided in stages.

While the works packages have been prioritised into three categories, with category A being considered the highest priority, it is important to note that there is opportunity for lower priority works packages to be delivered prior to the delivery of the Priority A infrastructure. These priorities are based purely from the perspective of the Active Transport Plan. Byron Shire Council will prioritise projects based on funding, policy and infrastructure considerations as shown in Figure 14.

Maps showing the prioritised infrastructure and grouping into appropriate works packages have been prepared for each of the previously identified towns and villages and are available

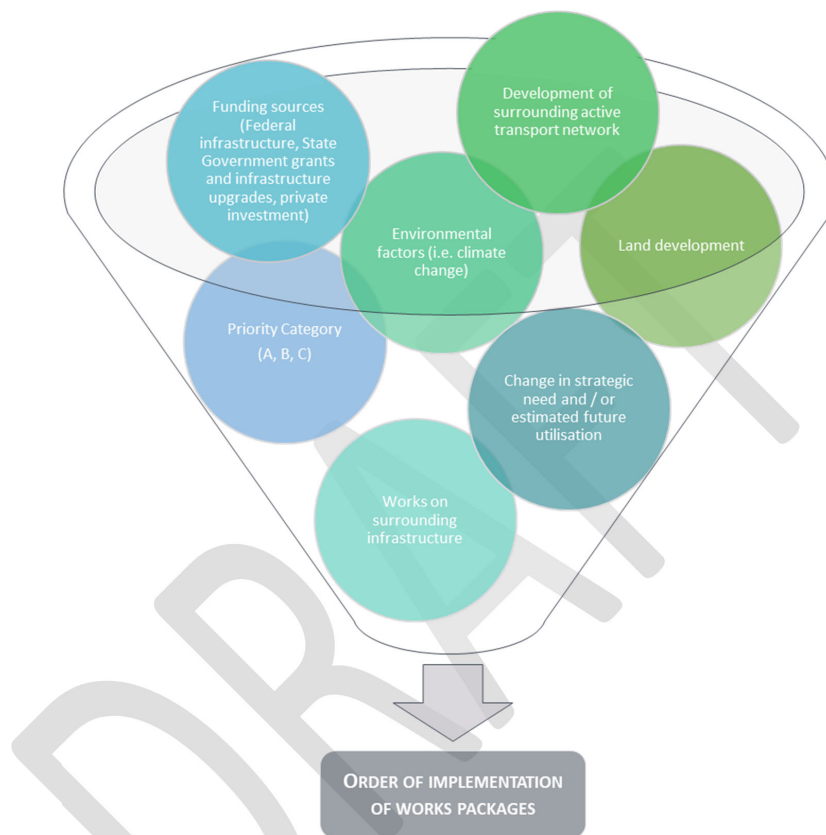
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for viewing on Council's website www.byron.nsw.gov.au. These maps are to be viewed in conjunction with the schedule of future works tables which are included as Appendix 1.

Figure 14: Factors influencing priority implementation



SCHEDULE OF FUTURE WORKS

A schedule of future works has been prepared which includes all prioritised works packages. These packages, in turn, are comprised of every individual pedestrian and cycle facility and treatment across the entire Shire as proposed in this Active Transport Plan. This schedule, which is to be viewed in conjunction with the prioritised infrastructure maps, provides a description, cost estimate and priority for each of the 406 works packages proposed across the Shire. The purpose of this section is to summarise the schedule of future works, with a focus on costs, priorities and works packages.

Proposed works were costed using approximate unit rates for various pedestrian and cyclist path facilities and treatments. These unit rates have been applied solely to provide a high-

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level indication of the magnitude of the cost for each works package and therefore do not accurately account for the diverse conditions and challenges unique to each works package.

Based on the approximate unit rates, the total cost to deliver the combined 310 proposed works packages is estimated at approximately \$188m. Council recognises that this cost is significant and will be seeking funding opportunities as outlined below.

FUNDING

Funding is a key component in the delivery of the works proposed in this Plan, particularly those connections highly valued by the community and identified as a high priority. This includes providing connections between the towns discussed in this plan and utilising the multi-use corridor for walking, rolling and cycling. Council will be seeking opportunities to partner with the State Government, private enterprise and the community to help deliver the active transport infrastructure outlined in this plan, especially those identified as being of high importance.

Byron Shire Council

Funding from Byron Shire Council may contribute towards the active transport network packages through internal sources including:

- Footpath construction program
- Open space programs
- Major local road projects
- Council road maintenance and upgrade programs
- Streetscaping and masterplanning programs
- Section 94 and/or 94A contributions.

State and Federal Governments

Grant funding is available for a variety of community-based and pedestrian and cycle/safety programs or projects from key government sources including but not limited to:

- Building Better Regions Fund (Federal)
- Active Transport (Walking and Cycling) Program (NSW)
- Regional Tourism Infrastructure Fund (NSW)
- Local Government Road Safety Program (NSW)
- Regional Growth Fund (NSW).

Council will specifically be targeting grant funding from the Federal and State governments in order to deliver the active transport infrastructure outlined in this Plan, with a focus on inter-town connections and the multi-use corridor.

Grant funding for non-infrastructure solutions may also be available through:

- Department of Education
- Department of Health

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Other sources

Outside of the typical government funding sources the following opportunities may present themselves to better the active transport network or to implement non-infrastructure solutions for the Shire:

- Opportunities for partnerships with private investment in public infrastructure either through development or community groups
- Department of Communities – Sport and Recreation Participation Program which provides funding to not-for-profit organisations and local councils for projects designed to increase regular and ongoing participation in sport, recreation or structured physical activity.

MONITORING AND EVALUATION

Monitoring and evaluation is important to ensure that the proposed future network and the Active Transport Plan document continues to reflect the needs, aspirations and vision of the community. Maintaining a current document (i.e. five years or less) also provides a better foundation for securing grant funding from TFNSW for applicable projects. This eases the financial burden on Byron Shire and means that key projects can be implemented sooner for the benefit of the community.

One or more of the following items could be adopted to effectively monitor and evaluate the proposed network over the life of this Plan:

- Work with the local community to undertake regular on-the-ground audits/inspections of the active transport network with a view to covering the entire Byron Shire every three years. Record and collate all findings in a central database with supporting GIS mapping. This could build on Council's current electronic approach to recording defects and issues with community assets. An opportunity may also exist to leverage and/or integrate with Council's existing transport asset management records and plan to reduce overlap. Developing an accurate and comprehensive database will help to:
 - Provide an accurate understanding of the network, including the types, lengths and qualities of existing paths
 - Determine the rate of progress towards implementation of the Active Transport Plan
 - Measure important aspects such as the percentage of the network that is suitable for all ages and abilities. These 'all ages and abilities' routes could be integrated into Mobility Maps and included as part of information available to visitors to the Shire
 - Undertake other measurements such as determining the percentage of bus stops serviced by connected and accessible pedestrian infrastructure
 - Inform future planning.
- Consult with relevant community groups on the progress and relevance of the Active Transport Plan.

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- Undertake surveys (for example, online, intercept) to gain first-hand insights into the suitability and use of the network. Surveys could seek information relating to:
 - The types of pedestrian and cycles using the network
 - Rates of pedestrian and cycle activity
 - The frequency, days/times and reasons for network use
 - Average journey length and time
 - Origins and destinations
 - Levels of pedestrian and cycle comfort, safety and satisfaction while using the network and supporting facilities.
- Undertake regular pedestrian and cycle counts in key locations to determine the volume and behaviour of pedestrians and cyclists and the change over time. This information could then be used to measure the success of any amendment to the pedestrian and cycle environment and to help to identify areas where interventions (for example, new crossings, kerb build outs) may be required.

This Active Transport Plan will be updated as required to ensure it remains accurate and reflective of the needs and aspirations of the community. This timeframe will ensure that any future Active Transport Plan is current so that the Shire is in the best possible position to receive grant funding from TFNSW. Additionally, progress on the Active Transport Plan will be reviewed annually to maintain momentum and focus.

Together, this will help ease the financial burden on Byron Shire while expediting the development of the proposed network for the benefit of the community.



**BYRON
SHIRE
COUNCIL**

FOR MORE INFORMATION

PO Box 219 Mullumbimby NSW 2482 (70 Station Street)

E: council@byron.nsw.gov.au

P: 02 6626 7000 | F: 02 6684 3018

www.byron.nsw.gov.au

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.3 - ATTACHMENT 2

| STATUS | PAMPID | BPID | StudyArea | RoadName | Type | Description | Priority | Estimated_Cost |
|------------|--------|-------|-----------|-----------------------------------|---------------------------|--|----------|----------------|
| Programmed | BA027 | BA026 | Bangalow | Lismore Road / Deacon Street | Shared Path | Construct 125m of new footpath on southern side of Deacon Street east of Station Street. Construct 760m of new shared path on northern side of Lismore Road from | B | \$596,980 |
| Programmed | BA028 | BA007 | Bangalow | Granuaile Road to Campbell Street | Shared Path | Construct 310m of new footpath on eastern side of Granuaile Road between Granuaile Crescent and end of existing footpath. Construct 10m of new shared path between Granuaile Road and Campbell Street. | B | \$117,600 |
| Programmed | BA001 | BA001 | Bangalow | Station Lane | Mixed traffic (all modes) | Upgrade 380m of existing footpath to shared path on northern side of Byron Street between Byron Creek and Station Street. Construct 100m of mixed traffic (shared zone) on Station Lane north from Byron Street. Construct new crossings on the northern legs of the Byron Street/Market Street intersection and the Byron Street/Station Street intersection | A | \$460,000 |
| Programmed | BA006 | BA006 | Bangalow | Rail corridor | Shared Path | Construct 30m of new shared path on southern side of Corns Crescent between multi use corridor and Rankin Drive, 70m of new shared path from Bangalow Showgrounds to Rankin Drive, 25m of new shared path from multi use corridor to Bangalow Road near Robinson Street and 30m of new shared path from multi use corridor to Raftons Road/Leslie Street. Construct new crossing on Lismore Road near Robinson Street | B | \$154,200 |
| Programmed | BA008 | BA010 | Bangalow | Byron Street | Shared Path | Construct 90m of new shared path on eastern and southern sides of Ashton Street and Bangalow Road north of Deacon Street. Construct 35m of new shared path on southern side of Bangalow Road as underpass of Bangalow Road. Construct 35m of new shared path on northern side of Bangalow Road as underpass of Bangalow Road. Construct new crossing on the eastern leg of the Byron Street/Ballina Road intersection and on the southern leg of the Byron Street/Ashton Street intersection | B | \$140,400 |
| Programmed | BA009 | BA016 | Bangalow | Rifle Range Road | Shared Path | Construct 225m of new shared path on western side of Rifle Range Road between Sansom Street and Tristania Street. Upgrade 95m of existing footpath to shared path on western side of Rifle Range Road between Tristania Street and Lismore Road | C | \$183,000 |
| Programmed | BA010 | BA012 | Bangalow | Byron Bay Road | Upgrade to Shared Path | Construct 200m of new shared path on northern side of Bangalow Road from Blackwood Crescent to existing recreational path at Bangalow sports fields. Upgrade 165m of existing footpath to shared path on northern side of Bangalow Road from Blackwood Crescent to existing vehicle entrance to Bangalow sports fields. Construct new crossing on western leg of Bangalow Road/Blackwood Crescent intersection | C | \$216,400 |

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.3 - ATTACHMENT 2

| | | | | | | | | |
|------------|--------|-------|----------|--------------------------------|------------------------------|--|---|-------------|
| Programmed | BA011 | BA013 | Bangalow | Access to sports fields | Upgrade to Shared Path | Upgrade 50m of existing footpath to shared path on eastern side of existing vehicle entrance to Bangalow sports fields | C | \$23,000 |
| Programmed | BA015 | BA014 | Bangalow | Sansom Street | Upgrade to Shared Path | Upgrade 380m of existing footpath to shared path on northern/western side of Sansom Street from Rifle Range Road to Tristania Street | C | \$189,500 |
| Programmed | BA016 | BA015 | Bangalow | Tristania Street | Shared Path | Construct 240m of new shared path on southern side of Tristania Street from intersection with existing path to Rifle Range Road | C | \$144,000 |
| Programmed | BA018 | BA018 | Bangalow | No road | Shared Path | Construct 360m of new shared path along Byron Creek between Deacon Street (Station Street access) and existing path from Charlotte Street | C | \$216,000 |
| Programmed | BA019 | BA019 | Bangalow | No road | Shared Path | Construct 215m of new shared path (including two bridges) across Byron Creek between Deacon Street and new shared path | C | \$5,895,400 |
| Programmed | BA020 | BA020 | Bangalow | Along River | Shared Path | Construct 580m of new shared path along Byron Creek between Deacon Street and west of Byron Creek bridge | C | \$348,000 |
| Programmed | BA021 | BA021 | Bangalow | Rail Corridor to Bangalow Road | Shared Path | Construct 685m of new shared path along Byron Creek between Byron Creek bridge and multi use corridor | C | \$411,000 |
| Programmed | BA022 | BA022 | Bangalow | Showgrounds to sports fields | Shared Path | Construct 45m of new shared path (including bridge) across Byron Creek between Bangalow Showgrounds and sports fields | C | \$3,206,600 |
| Programmed | BA023 | BA023 | Bangalow | Byron Street | Shared Path | Construct 125m of new shared path on southern side of Bangalow Road west of Ballina Road. Construct new crossing on the southern leg of the Byron Bay Road/Ballina Road intersection | C | \$103,800 |
| Programmed | <Null> | BA007 | Bangalow | Granuaile Road | On-road separated cycle path | Construct 450m of new on-road separated cycle path (two-way) on eastern side of Granuaile Road. Construct 10m of new shared path between Granuaile Road and Campbell Street. Construct new crossing on the eastern leg of the Granuaile Road/Leslie Street intersection and new crossing across Granuaile Road | B | \$171,000 |
| Programmed | <Null> | BA008 | Bangalow | Station Street | Mixed traffic | Construct 220m of mixed traffic (cycle street) on Station Street between multi use corridor and Deacon Street | B | \$65,700 |
| Programmed | <Null> | BA009 | Bangalow | Deacon Street | Mixed traffic | Construct 220m of mixed traffic (cycle street) on Deacon Street between Lismore Road and Station Street. Construct new crossing on northern leg of Lismore Road/Station Street intersection | B | \$80,700 |
| Programmed | <Null> | BA011 | Bangalow | Byron Bay Road | On-road cycle lane | Construct 260m of new on-road cycle lane (one-way) on southern side of Bangalow Road west from Blackwood Crescent | C | \$65,750 |
| Completed | BA004 | BA005 | Bangalow | Deacon Street | Shared Path | Construct 320m of new shared path on southern side of Deacon Street between Station Street and Ashton Street | A | \$190,200 |

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.3 - ATTACHMENT 2

| | | | | | | | | |
|--------------------|-------|--------|----------|-----------------------------|------------------------|---|---|-----------|
| Completed | BA008 | BA010 | Bangalow | Byron Street | Shared Path | Construct 90m of new shared path on eastern and southern sides of Ashton Street and Bangalow Road north of Deacon Street. Construct 35m of new shared path on southern side of Bangalow Road as underpass of Bangalow Road. Construct 35m of new shared path on northern side of Bangalow Road as underpass of Bangalow Road. Construct new crossing on the eastern leg of the Byron Street/Ballina Road intersection and on the southern leg of the Byron Street/Ashton Street intersection | B | \$140,400 |
| Programmed | BA002 | <Null> | Bangalow | Market Street | Upgrade of Footpath | Upgrade 95m of existing footpath on eastern side of Market Street | A | \$29,100 |
| Programmed | BA003 | <Null> | Bangalow | Station Street | Footpath | Construct 145m of new footpath on eastern side of Station Street. Upgrade 95m of existing footpath on western side of Station Street. Construct new crossings on eastern and southern legs and upgrade existing crossing on the western leg of the Byron Street/Station Street intersection | A | \$141,420 |
| Programmed | BA007 | <Null> | Bangalow | Granuaile Road | Footpath | Upgrade 350m of existing footpath on western side of Granuaile Road north from Keith Street. Upgrade 35m of existing footpath on eastern side of Granuaile Road north from Leslie Street. Construct new crossing at the Granuaile Road/Leslie Street intersection and new crossing across Granuaile Road | A | \$266,940 |
| Programmed | BA008 | <Null> | Bangalow | Byron Street | Upgrade of Footpath | Construct 90m of new shared path on eastern and southern sides of Ashton Street and Bangalow Road north of Deacon Street. Construct 35m of new shared path on southern side of Bangalow Road as underpass of Bangalow Road. Construct 35m of new shared path on northern side of Bangalow Road as underpass of Bangalow Road. Construct new crossing on the southern leg of the Byron Street/Ashton Street intersection and new crossing on the eastern leg of the Byron Bay Road/Ballina Road intersection | B | \$199,500 |
| Programmed | BA012 | <Null> | Bangalow | Blackwood Crescent | Footpath | Construct 235m of new footpath on western side of Blackwood Crescent south from Wattle Place | C | \$84,600 |
| Programmed | BA013 | <Null> | Bangalow | Campbell Stret | Footpath | Construct 190m of new footpath on eastern side of Campbell Street from Granuaile Road to Leslie Street | C | \$67,680 |
| Programmed | BA014 | <Null> | Bangalow | Keith Street / Raftons Road | Footpath | Construct 425m of new footpath on northern side of Keith Street/Raftons Road from Granuaile Road to Palm Tree Crescent | C | \$153,000 |
| Programmed | BA026 | <Null> | Bangalow | Thomas Street | Footpath | Construct 150m of new footpath on southern/eastern side of Thomas Street between Charlotte Street and Meadows Close | C | \$54,360 |
| Construction ready | BA001 | BA001 | Bangalow | Byron Street | Upgrade to Shared Path | Upgrade 380m of existing footpath to shared path on northern side of Byron Street between Byron Creek and Station Street. Construct 100m of mixed traffic (shared zone) on Station Lane north from Byron Street. Construct new crossings on the northern legs of the Byron Street/Market Street intersection and the Byron Street/Station Street intersection | A | \$460,000 |

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.3 - ATTACHMENT 2

| | | | | | | | | |
|------------|--------|-------|-----------------|--|-------------------------------|--|---|-----------|
| Underway | BA005 | BA004 | Bangalow | Rifle Range Road / Raftons Road | Shared Path | Construct 370m of new shared path on southern side of Raftons Road from multi use corridor access to Rifle Range Road | A | \$220,800 |
| Underway | BA017 | BA017 | Bangalow | Leslie Street | Shared Path | Upgrade 95m of existing footpath to shared path from proposed new shared path on southern side of Leslie Street west of Granuaille Road intersection and existing footpath on Leslie Street east of Granuaille Road intersection. Construct 145m of new shared path on southern side of Leslie Street east from Raftons Road shared path | C | \$135,600 |
| Programmed | BH008 | BH007 | Brunswick Heads | Park Street / Brunswick Terrace / Tweed Street | Shared Path | Construct 1,245m of new shared path on eastern and southern side of Park Street/The Terrace/Tweed Street/Old Pacific Highway south of Fingal Street | B | \$748,200 |
| Programmed | BH009 | BH008 | Brunswick Heads | Bayside Way / Tweed Street | Shared Path | Construct 150m of new shared path on eastern side of Old Pacific Highway north of Bayside Way. Construct 295m of new shared path on northern side of Bayside Way east of Old Pacific Highway. Construct 180m of new shared path on eastern side of Old Pacific Highway between Bayside Way and Eucalyptus Lane | B | \$372,000 |
| Programmed | BH010 | BH009 | Brunswick Heads | Pandanus Court to Fawcett Street | Upgrade to Shared Path | Upgrade 40m of existing footpath to shared path between Fawcett Street and Pandanus Court | C | \$20,000 |
| Programmed | BH018 | BH005 | Brunswick Heads | Brunswick Terrace | Mixed traffic (all modes) | Construct 135m of new mixed traffic (shared zone) on Brunswick Terrace between Mullumbimbi Street and Fingal Street | B | \$266,000 |
| Programmed | BH019 | BH014 | Brunswick Heads | Balun Lane | Mixed traffic (all modes) | Construct 405m of new mixed traffic (shared zone) on Balun Lane between Tweed Street and Brunswick Terrace | C | \$810,000 |
| Programmed | <Null> | BH001 | Brunswick Heads | Fawcett Street / Park Street | Off-road separated cycle path | Construct 320m of new off-road cycle path (one-way) on western side and 340m of new off-road cycle path (one-way) on eastern side of Park Street between Tweed Street and Mullumbimbi Street. Construct 240m of new on-road separated cycle path (one-way) on western side of Park Street between Mullumbimbi Street and Booyun Street and 120m of new on-road separated cycle path (one-way) on eastern side of Park Street between Mullumbimbi Street and Fingal Street. Upgrade existing crossings on the eastern and western legs of the Mullumbimbi Street/Park Street and Fingal Street/Park Street intersection | A | \$432,000 |

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.3 - ATTACHMENT 2

| | | | | | | | | |
|------------|--------|--------|-----------------|------------------------------|------------------------------|--|---|-----------|
| Programmed | <Null> | BH001 | Brunswick Heads | Park Street | On-road separated cycle path | Construct 320m of new off-road cycle path (one-way) on western side and 340m of new off-road cycle path (one-way) on eastern side of Park Street between Tweed Street and Mullumbimbi Street. Construct 240m of new on-road separated cycle path (one-way) on western side of Park Street between Mullumbimbi Street and Booyun Street and 120m of new on-road separated cycle path (one-way) on eastern side of Park Street between Mullumbimbi Street and Fingal Street. Upgrade existing crossings on the eastern and western legs of the Mullumbimbi Street/Park Street and Fingal Street/Park Street intersection | A | \$432,000 |
| Programmed | <Null> | BH002 | Brunswick Heads | Mullumbimbi Street | On-road separated cycle path | Construct 390m of new on-road separated cycle path (one-way) on northern side and 400m of new on-road separated cycle path (one-way) on southern side of Mullumbimbi Street between Tweed Street and Brunswick Terrace. Construct new crossing on northern and upgrade existing crossing on southern leg of Park Street/Mullumbimbi Street intersection | A | \$266,400 |
| Programmed | <Null> | BH003 | Brunswick Heads | Fingal Street | On-road separated cycle path | Construct 400m of new on-road separated cycle path (one-way) on northern side and 400m of new on-road separated cycle path (one-way) on southern side of Fingal Street between Tweed Street and Brunswick Terrace. Construct new crossings on northern and southern legs of Park Street/Fingal Street intersection | A | \$270,300 |
| Programmed | <Null> | BH006 | Brunswick Heads | Tweed Street | On-road separated cycle path | Construct 800m of new on-road separated cycle path (one-way) on western side of Tweed Street between Fawcett Street and Teven Street and 650m of new on-road separated cycle path (one-way) on eastern side of Tweed Street between Fawcett Street and Short Street. Construct new crossings on each leg of the Tweed Street/Nana Street, Tweed Street/Booyun Street, Tweed Street/Fingal Street and Tweed Street/Mullumbimbi Street intersections. Upgrade existing crossing on eastern leg of Tweed Street/Fawcett Street intersection | B | \$705,600 |
| Programmed | <Null> | BH010 | Brunswick Heads | Tweed Street | Mixed traffic | Construct 80m of mixed traffic (shared zone) on Tweed Street near caravan park | C | \$24,600 |
| Programmed | BH002 | <Null> | Brunswick Heads | Fingal Street | Upgrade of Footpath | Upgrade 205m of existing footpath on northern side and 205m on southern side of Fingal Street between Tweed Street and Park Street. Construct new crossing on northern and southern leg and upgrade existing on western leg of Park Street/Fingal Street intersection | A | \$168,300 |
| Programmed | BH003 | <Null> | Brunswick Heads | Fingal Street | Upgrade of Footpath | Upgrade 165m of existing footpath on southern side of Fingal Street between Park Street and Brunswick Terrace | A | \$49,200 |
| Programmed | BH004 | <Null> | Brunswick Heads | Fawcett Street / Park Street | Footpath | Construct 275m of new footpath on northern side of Park Street/Fawcett Street between Mona Lane and Mullumbimbi Street. Construct 80m of new footpath on southern side of Fawcett Street east of Tweed Street | C | \$128,160 |

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4.3 - ATTACHMENT 2

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|------------|-------|--------|-------------------|---------------------------------------|---------------------------|---|---|-----------|
| Programmed | BH005 | <Null> | Brunswick Heads | Tweed Street | Upgrade of Footpath | Upgrade 315m of existing footpath on western side and 300m of existing footpath on eastern side of Tweed Street between Fawcett Street and Booyun Street. Construct new crossings on each leg of the Tweed Street/Nana Street, Tweed Street/Booyun Street, Tweed Street/Fingal Street and Tweed Street/Mullumbimbi Street intersections. Upgrade existing crossing on eastern leg of Tweed Street/Fawcett Street intersection | B | \$454,200 |
| Programmed | BH006 | <Null> | Brunswick Heads | S Beach Road | Footpath | Construct 405m of new footpath on southern/western side of South Beach Road east of bridge | B | \$145,080 |
| Programmed | BH011 | <Null> | Brunswick Heads | Mullumbimbi Street / Byron Street | Footpath | Construct 150m of new footpath on northern side of Mullumbimbi Street east from Byron Street. Construct 160m of new footpath on eastern side of Byron Street linking to existing paths on Fingal Street and Mullumbimbi Street | C | \$111,960 |
| Programmed | BH012 | <Null> | Brunswick Heads | Along river | Footpath | Construct 500m of new footpath between Tweed Street and Mullumbimbi Street along Simpsons Creek and adjacent eastern edge of Memorial Park and Banner Park | C | \$180,720 |
| Programmed | BH013 | <Null> | Brunswick Heads | Park Street / Booyun Street | Footpath | Construct 110m of new footpath on western side of Park Street between Booyun Street and Nana Street. Upgrade 260m of existing footpath on northern side of Booyun Street and linking to existing path on Park Street | C | \$117,000 |
| Programmed | BH014 | <Null> | Brunswick Heads | Tweed Street | Footpath | Construct 40m of new footpath on eastern side of Tweed Street south of Whittall Lane. Upgrade existing crossing on northern leg of Tweed Street/Short Street intersection | C | \$28,680 |
| Programmed | BH015 | <Null> | Brunswick Heads | Tweed Street | Footpath | Construct 140m of new footpath on western side of Tweed Street south of Teven Street. Upgrade existing crossing across Tweed Street south of Minyon Street | C | \$65,760 |
| Programmed | BH020 | <Null> | Brunswick Heads | S Beach Road | Footpath | Construct 500m of new footpath on S Beach Road east from bridge and 15m of footpath to toilet block | C | \$185,760 |
| Programmed | BH021 | <Null> | Brunswick Heads | Tweed Street | Footpath | Construct 65m of new footpath on eastern side of Tweed Street south from proposed footpath along river | C | \$23,400 |
| Programmed | BB003 | BB003 | Byron Bay Central | Beach front | Shared Path | Construct 880m of new shared path east from Kendall Street and 15m along beach foreshore. Upgrade 145m of existing footpath to shared path along beach foreshore | A | \$606,700 |
| Programmed | BB004 | BB004 | Byron Bay Central | Jonson Street | Mixed traffic (all modes) | Construct 120m of mixed traffic (shared zone) on Jonson Street between Lawson Street and Bay Street | A | \$242,000 |
| Programmed | BB005 | BB006 | Byron Bay Central | Middleton Street | Shared Path | Construct 135m of new shared path on eastern side of Middleton Street from beach foreshore to Lawson Street | A | \$80,400 |
| Programmed | BB025 | BB016 | Byron Bay Central | Kendall Street / Rail Trail Catchment | Shared Path | Construct 15m of shared path and upgrade 15m of footpath to shared path on eastern side of Kendall Street from Cavanbah Street to foreshore shared path. Construct 70m of shared path connecting the multi use corridor and foreshore shared path behind Outrigger Bay Apartments | B | \$60,200 |
| Programmed | BB026 | BB017 | Byron Bay Central | Beach front | Upgrade to Shared Path | Upgrade 195m of existing footpath to shared path near Byron Bay Surf Life Saving Club | B | \$96,500 |

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4.3 - ATTACHMENT 2

| | | | | | | | | |
|------------|--------|-------|-------------------|--|------------------------------|---|---|-----------|
| Programmed | BB028 | BB022 | Byron Bay Central | Massinger Street | Shared Path | Construct 385m of new shared path on western side of Massinger Street between Lawson Street and Marvell Street | B | \$232,200 |
| Programmed | BB034 | BB030 | Byron Bay Central | Kendall Street | Shared Path | Construct 175m of new shared path on eastern side of Kendall Street between multi use corridor and Shirley Street. Construct new crossing on eastern leg of Ewingsdale Road/Kendall Street intersection | C | \$120,600 |
| Programmed | BB051 | BB054 | Byron Bay Central | Burns Street / Butler Street / Gordon Street | Shared Path | Construct 730m of new shared path along Skinners Shoot Road/Gordon Street/Wordsworth Street/Burns Street/Butler Street. Upgrade 60m of existing footpath to shared path along Gordon Street | C | \$468,200 |
| Programmed | BB060 | BB057 | Byron Bay Central | No road | Shared Path | Construct 195m of new shared path from Middleton Street (opposite Byron Street) east through Sandhills | C | \$116,400 |
| Programmed | BB062 | BB059 | Byron Bay Central | No road | Shared Path | Construct 215m of new shared path on northern boundary of Byron Bay Recreational Grounds between Tennyson Street and Cowper Street and through Sandhills | C | \$130,200 |
| Programmed | BB063 | BB060 | Byron Bay Central | Cowper Street | Shared Path | Construct 385m of new shared path on western boundary of Cowper Street road reserve between Marvell Street and Lawson Street. Construct new crossing across Lawson Street | C | \$247,200 |
| Programmed | BB064 | BB061 | Byron Bay Central | No road | Shared Path | Construct 275m of new shared path through Sandhills to west opposite Kipling Street. Construct new crossing on northern leg of Massinger Street/Kipling Street intersection | C | \$180,600 |
| Programmed | BB077 | BB034 | Byron Bay Central | Keesing Lane | Mixed traffic (all modes) | Construct 135m of mixed traffic (shared zone) on Keesing Lane between Marvell Street and Carlyle Street | C | \$274,000 |
| Programmed | BB078 | BB035 | Byron Bay Central | Marvell Lane | Mixed traffic (all modes) | Construct 95m of mixed traffic (shared zone) on Marvell Lane between Keesing Lane and Middleton Street | C | \$186,000 |
| Programmed | BB079 | BB036 | Byron Bay Central | Keesing Lane | Mixed traffic (all modes) | Construct 135m of mixed traffic (shared zone) on Keesing Lane between Carlyle Street and Kingsley Street | C | \$260,000 |
| Programmed | BB080 | BB038 | Byron Bay Central | Middleton Lane | Mixed traffic (all modes) | Construct 150m of mixed traffic (shared zone) on Middleton Lane between Kingsley Street and Ruskin Street | C | \$296,000 |
| Programmed | <Null> | BB005 | Byron Bay Central | Fletcher Street | On-road separated cycle path | Construct 370m of new on-road separated cycle path (one-way) on western side and 375m of new on- road separated cycle path (one-way) on eastern side of Fletcher Street between Bay Street and Marvell Street. Construct new crossings on the eastern, southern and western legs of the Bay Street/Fletcher Street intersection. Construct new crossings on each leg of the Byron Street/Fletcher Street intersection. Upgrade the existing crossings on the northern and eastern legs of the Marvell Street/Fletcher Street intersection | A | \$438,900 |

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|------------|--------|-------|-------------------|------------------|-------------------------------|---|---|-----------|
| Programmed | <Null> | BB007 | Byron Bay Central | Lawson Street | On-road separated cycle path | Construct 660m of new on-road separated cycle path (one-way) on northern side and 555m of new on- road separated cycle path (one-way) on southern side of Lawson Street between Shirley Street and Gilmore Crescent. Construct new crossings across the northern and southern legs of the Middleton Street/Lawson Street intersection | A | \$424,200 |
| Programmed | <Null> | BB008 | Byron Bay Central | Byron Street | On-road separated cycle path | Construct 270m of new on-road separated cycle path (one-way) on northern side and 255m of new on- road separated cycle path (one-way) on southern side of Byron Street between Jonson Street and Middleton Street | A | \$158,100 |
| Programmed | <Null> | BB009 | Byron Bay Central | Marvell Street | On-road separated cycle path | Construct 175m of new on-road separated cycle path (one-way) on northern side and 185m of new on- road separated cycle path (one-way) on southern side of Marvell Street between Jonson Street and Middleton Street. Construct a new crossing on the western leg of the Marvell Street/Middleton Street intersection | A | \$136,500 |
| Programmed | <Null> | BB019 | Byron Bay Central | Middleton Street | Off-road separated cycle path | Construct 375m of new off-road cycle path (two-way) on eastern side of Middleton Street between Lawson Street and Carlyle Street. Construct new crossing on eastern leg of Marvell Street/Middleton Street intersection | B | \$180,800 |
| Programmed | <Null> | BB020 | Byron Bay Central | Marvell Street | On-road separated cycle path | Construct 180m of new on-road separated cycle path (one-way) on northern side and 180m of new on- road separated cycle path (one-way) on southern side of Marvell Street between Middleton Street and Tennyson Street | B | \$106,200 |
| Programmed | <Null> | BB021 | Byron Bay Central | Carlyle Street | On-road separated cycle path | Construct 125m of new on-road separated cycle path (one-way) on northern side and 120m of new on- road separated cycle path (one-way) on southern side of Carlyle Street between Jonson Street and Middleton Street. Construct new crossing on southern leg of Middleton Street/Carlyle Street intersection | B | \$102,000 |
| Programmed | <Null> | BB031 | Byron Bay Central | Shirley Street | On-road separated cycle path | Construct 735m of new on-road separated cycle path (one-way) on northern side of Shirley Street east from Kendall Street | C | \$220,500 |
| Programmed | <Null> | BB032 | Byron Bay Central | Shirley Street | On-road separated cycle path | Construct 685m of new on-road separated cycle path (one-way) on southern side of Shirley Street between Kendall Street and Wordsworth Street. Construct 180m of new off-road separated cycle path (one-way) on southern side of Shirley Street east from Wordsworth Street. | C | \$277,800 |
| Programmed | <Null> | BB037 | Byron Bay Central | Middleton Street | Mixed traffic | Construct 135m of mixed traffic (cycle street) on Middleton Street between Carlyle Street and Kingsley Street | C | \$40,800 |
| Programmed | <Null> | BB039 | Byron Bay Central | Lawson Street | On-road separated cycle path | Construct 535m of new on-road separated cycle path (one-way) on southern side of Lawson Street between Gilmore Crescent and Massinger Street | C | \$160,800 |

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4.3 - ATTACHMENT 2

| | | | | | | | | |
|------------|--------|-------|-------------------|-------------------|--------------------|--|---|-----------|
| Programmed | <Null> | BB040 | Byron Bay Central | Palm Valley Drive | On-road cycle lane | Construct 875m of new on-road cycle lane (one-way) on northern side of lower Lighthouse Drive and western side Palm Valley Drive between new crossing and Marine Parade. Construct 890m of new on- road cycle lane (one-way) on southern side of lower Lighthouse Drive and eastern side of Palm Valley Drive between new crossing and Marine Parade | C | \$441,500 |
| Programmed | <Null> | BB041 | Byron Bay Central | Marvell Street | Mixed traffic | Construct 150m of mixed traffic (cycle street) on Marvell Street west from Massinger Street | C | \$45,900 |
| Programmed | <Null> | BB042 | Byron Bay Central | Cowper Street | Mixed traffic | Construct 120m of mixed traffic (cycle street) on Cowper Street between Marvell Street and Carlyle Street | C | \$38,700 |
| Programmed | <Null> | BB043 | Byron Bay Central | Cowper Street | Mixed traffic | Construct 135m of mixed traffic (cycle street) on Cowper Street between Carlyle Street and Kingsley Street | C | \$41,100 |
| Programmed | <Null> | BB044 | Byron Bay Central | Cowper Street | Mixed traffic | Construct 140m of mixed traffic (cycle street) on Cowper Street between Kingsley Street and Ruskin Street | C | \$41,400 |
| Programmed | <Null> | BB045 | Byron Bay Central | Cowper Street | Mixed traffic | Construct 140m of mixed traffic (cycle street) on Cowper Street between Ruskin Street and Browning Street | C | \$41,700 |
| Programmed | <Null> | BB046 | Byron Bay Central | Browning Street | Mixed traffic | Construct 205m of mixed traffic (cycle street) on Browning Street between Tennyson Street and Cowper Street | C | \$62,100 |
| Programmed | <Null> | BB047 | Byron Bay Central | Ruskin Street | Mixed traffic | Construct 215m of mixed traffic (cycle street) on Ruskin Street between Tennyson Street and Cowper Street | C | \$65,100 |
| Programmed | <Null> | BB048 | Byron Bay Central | Ruskin Street | Mixed traffic | Construct 230m of mixed traffic (cycle street) on Ruskin Street between Massinger Street and Cowper Street. Construct new crossings on each leg of the Cowper Street/Ruskin Street intersection | C | \$129,300 |
| Programmed | <Null> | BB049 | Byron Bay Central | Kingsley Street | Mixed traffic | Construct 220m of mixed traffic (cycle street) on Kingsley Street between Tennyson Street and Cowper Street | C | \$66,600 |
| Programmed | <Null> | BB050 | Byron Bay Central | Kingsley Street | Mixed traffic | Construct 235m of mixed traffic (cycle street) on Kingsley Street between Massinger Street and Cowper Street. Construct new crossings on each leg of the Cowper Street/Kingsley Street intersection | C | \$130,200 |
| Programmed | <Null> | BB051 | Byron Bay Central | Carlyle Street | Mixed traffic | Construct 220m of mixed traffic (cycle street) on Carlyle Street between Tennyson Street and Cowper Street | C | \$81,600 |
| Programmed | <Null> | BB052 | Byron Bay Central | Carlyle Street | Mixed traffic | Construct 235m of mixed traffic (cycle street) on Carlyle Street between Massinger Street and Cowper Street. Construct new crossings on each leg of the Cowper Street/Carlyle Street intersection | C | \$115,500 |
| Programmed | <Null> | BB062 | Byron Bay Central | Lighthouse Road | Mixed traffic | Construct 435m of mixed traffic (cycle street) on Marine Parade west from Palm Valley Drive | C | \$130,500 |

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| | | | | | | | | |
|------------|--------|-------|-------------------|------------------------------------|-------------------------------|--|---|-----------|
| Programmed | <Null> | BB010 | Byron Bay Central | Jonson Street / Browning Street | On-road separated cycle path | Construct 1,055m of new on-road separated cycle path (one-way) on western side and 990m of new on-road separated cycle path (one-way) on eastern side of Jonson Street/Browning Street between Lawson Street and Tennyson Street. Construct new crossings on the eastern and southern leg of the Kingsley Street/Jonson Street intersection and on the eastern leg of the Ruskin Street/Jonson Street intersection. Upgrade the crossings on the eastern legs of the Marvell Street/Jonson Street and Carlyle Street/Jonson Street intersections | A | \$687,300 |
| Programmed | <Null> | BB007 | Byron Bay Central | Lawson Street | On-road separated cycle path | Construct 660m of new on-road separated cycle path (one-way) on northern side and 555m of new on-road separated cycle path (one-way) on southern side of Lawson Street between Shirley Street and Gilmore Crescent. Construct new crossings across the northern and southern legs of the Middleton Street/Lawson Street intersection | A | \$424,200 |
| Completed | <Null> | BB032 | Byron Bay Central | Shirley Street | Off-road separated cycle path | Construct 685m of new on-road separated cycle path (one-way) on southern side of Shirley Street between Kendall Street and Wordsworth Street. Construct 180m of new off-road separated cycle path (one-way) on southern side of Shirley Street east from Wordsworth Street. | C | \$277,800 |
| Completed | BB027 | BB018 | Byron Bay Central | Across rail line | Shared Path | Construct 75m of new shared path across multi use corridor from new Butler Street shared path to laneway south of Byron Hot Bread Kitchen. Construct new crossing on northern leg of Jonson Street/Byron Street intersection | B | \$60,600 |
| Completed | BB037 | BB033 | Byron Bay Central | Multi Use Corridor | Shared Path | Construct 85m of shared path between multi use corridor and Jonson Street/Browning Street intersection. Construct 50m of shared path between multi use corridor and Butler Street. Construct new crossings at Shirley Street/multi use corridor intersection and Jonson Street/Browning Street intersection. Construct crossings on western and southern legs of Somerset Street/Butler Street intersection. | C | \$184,800 |
| Completed | BB058 | BB055 | Byron Bay Central | Along rail corridor | Shared Path | Construct 835m of new shared path adjacent proposed Byron Bypass between existing Byron Street path and Browning Street | C | \$502,200 |
| Completed | BB059 | BB056 | Byron Bay Central | Through park | Upgrade to Shared Path | Upgrade 160m of existing footpath to shared path east from Middleton Street (opposite Lateen Lane and behind Byron Bay Library) | C | \$80,000 |
| Completed | BB061 | BB058 | Byron Bay Central | Gilmore Crescent / Tennyson Street | Shared Path | Construct 120m of new shared path on eastern side of Tennyson Street north of Marvell Street. Construct 250m new shared path on western side of Gilmore Crescent south of Lawson Street. Construct new crossing on western leg of Lawson Street/Gilmore Crescent intersection | C | \$237,000 |

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| | | | | | | | | |
|-----------|--------|--------|-------------------|------------------------------------|------------------------------|--|--------|-----------|
| Completed | <Null> | BB010 | Byron Bay Central | Jonson Street / Browning Street | On-road separated cycle path | Construct 1,055m of new on-road separated cycle path (one-way) on western side and 990m of new on-road separated cycle path (one-way) on eastern side of Jonson Street/Browning Street between Lawson Street and Tennyson Street. Construct new crossings on the eastern and southern leg of the Kingsley Street/Jonson Street intersection and on the eastern leg of the Ruskin Street/Jonson Street intersection. Upgrade the crossings on the eastern legs of the Marvell Street/Jonson Street and Carlyle Street/Jonson Street intersections | A | \$687,300 |
| Completed | <Null> | BB010 | Byron Bay Central | Jonson Street / Browning Street | On-road separated cycle path | Construct 1,055m of new on-road separated cycle path (one-way) on western side and 990m of new on-road separated cycle path (one-way) on eastern side of Jonson Street/Browning Street between Lawson Street and Tennyson Street. Construct new crossings on the eastern and southern leg of the Kingsley Street/Jonson Street intersection and on the eastern leg of the Ruskin Street/Jonson Street intersection. Upgrade the crossings on the eastern legs of the Marvell Street/Jonson Street and Carlyle Street/Jonson Street intersections | A | \$687,300 |
| Completed | BB036 | <Null> | Byron Bay Central | Shirley Street / Wordsworth Street | Footpath | Upgrade 765m of existing footpath on southern side of Shirley Street between Kendall Street and Shirley Street/Butler Street intersection. Construct 40m of new footpath on western side of Butler Street south from Shirley Street/Butler Street intersection. Construct 55m of new footpath on eastern side of Dryden Street between Shirley Street and Shirley Lane. Construct 60m of new footpath and upgrade 55m of existing footpath on western side of Wordsworth Street. Construct 120m of new footpath on eastern side of Wordsworth Street | C | \$341,820 |
| Completed | BB036 | <Null> | Byron Bay Central | Shirley Street / Wordsworth Street | Footpath | Upgrade 765m of existing footpath on southern side of Shirley Street between Kendall Street and Shirley Street/Butler Street intersection. Construct 40m of new footpath on western side of Butler Street south from Shirley Street/Butler Street intersection. Construct 55m of new footpath on eastern side of Dryden Street between Shirley Street and Shirley Lane. Construct 60m of new footpath and upgrade 55m of existing footpath on western side of Wordsworth Street. Construct 120m of new footpath on eastern side of Wordsworth Street | <Null> | <Null> |
| Completed | <Null> | BB007 | Byron Bay Central | Lawson Street | On-road separated cycle path | Construct 660m of new on-road separated cycle path (one-way) on northern side and 555m of new on-road separated cycle path (one-way) on southern side of Lawson Street between Shirley Street and Gilmore Crescent. Construct new crossings across the northern and southern legs of the Middleton Street/Lawson Street intersection | A | \$424,200 |
| Completed | <Null> | BB031 | Byron Bay Central | Shirley Street | On-road separated cycle path | Construct 735m of new on-road separated cycle path (one-way) on northern side of Shirley Street east from Kendall Street | C | \$220,500 |

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| | | | | | | | | |
|------------|--------|--------|-------------------|------------------------------------|------------------------------|--|--------|-----------|
| Completed | <Null> | BB007 | Byron Bay Central | Lawson Street | On-road separated cycle path | Construct 660m of new on-road separated cycle path (one-way) on northern side and 555m of new on- road separated cycle path (one-way) on southern side of Lawson Street between Shirley Street and Gilmore Crescent. Construct new crossings across the northern and southern legs of the Middleton Street/Lawson Street intersection | A | \$424,200 |
| Completed | <Null> | BB032 | Byron Bay Central | Shirley Street | On-road separated cycle path | Construct 685m of new on-road separated cycle path (one-way) on southern side of Shirley Street between Kendall Street and Wordsworth Street. Construct 180m of new off-road separated cycle path (one-way) on southern side of Shirley Street east from Wordsworth Street. | C | \$277,800 |
| Completed | BB036 | <Null> | Byron Bay Central | Shirley Street / Wordsworth Street | Footpath | Upgrade 765m of existing footpath on southern side of Shirley Street between Kendall Street and Shirley Street/Butler Street intersection. Construct 40m of new footpath on western side of Butler Street south from Shirley Street/Butler Street intersection. Construct 55m of new footpath on eastern side of Dryden Street between Shirley Street and Shirley Lane. Construct 60m of new footpath and upgrade 55m of existing footpath on western side of Wordsworth Street. Construct 120m of new footpath on eastern side of Wordsworth Street | C | \$341,820 |
| Completed | BB009 | BB011 | Byron Bay Central | Tennyson Street | Shared Path | Upgrade 15m of existing footpath to shared path at the Browning Street/Bangalow Road intersection. | A | \$630,100 |
| Completed | BB009 | BB011 | Byron Bay Central | Tennyson Street | Shared Path | Upgrade 65m of existing footpath to shared path on western side of Tennyson Street from Browning Street to Ruskin Lane. | A | \$630,100 |
| Completed | BB009 | BB011 | Byron Bay Central | Tennyson Street | Shared Path | 40m of existing footpath to shared path on eastern side of Tennyson Street from Ruskin Street to Kingsley Lane. | A | \$630,100 |
| Completed | BB009 | BB011 | Byron Bay Central | Tennyson Street | Shared Path | Construct 325m of new shared path on western side of Tennyson Street from Kingsley Lane to Marvell Street. | <Null> | <Null> |
| Programmed | BB006 | <Null> | Byron Bay Central | Middleton Street | Footpath | Construct 105m of new footpath on eastern side of Middleton Street between Marvell Street and Carlyle Street. Construct 55m of new footpath on western side of Middleton Street between Marvell Street and Marvell Lane. Construct new crossing on western and eastern leg of Middleton Street/Marvell Street intersection | A | \$117,600 |
| Programmed | BB007 | <Null> | Byron Bay Central | Middleton Street | Footpath | Construct 110m of new footpath on eastern side and 115m on western side of Middleton Street between Carlyle Street and Kingsley Street. Construct new crossing on southern leg of Middleton Street/Carlyle Street intersection | A | \$111,000 |

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| | | | | | | | | |
|------------|-------|--------|-------------------|---------------------------------|---------------------|--|---|-----------|
| Programmed | BB008 | <Null> | Byron Bay Central | Jonson Street / Browning Street | Upgrade of Footpath | Upgrade 240m of existing footpath on western side and 245m on eastern side of Jonson Street between Kingsley Street and Browning Street. Upgrade 115m of existing footpath on southern side and 140m on northern side of Browning Street between Jonson Street and Bangalow Road. Construct new crossing on eastern and southern leg of Jonson Street/Kingsley Street intersection and eastern leg of Jonson Street/Ruskin Street intersection | A | \$270,300 |
| Programmed | BB013 | <Null> | Byron Bay Central | Cowper Street | Footpath | Construct 115m of new footpath on western side of Cowper Street between Marvell Street and Carlyle Street | B | \$41,040 |
| Programmed | BB014 | <Null> | Byron Bay Central | Cowper Street | Footpath | Construct 120m of new footpath on western side of Cowper Street between Carlyle Street and Kingsley Street | B | \$43,200 |
| Programmed | BB015 | <Null> | Byron Bay Central | Cowper Street | Footpath | Construct 115m of new footpath on western side of Cowper Street between Kingsley Street and Ruskin Street | B | \$40,680 |
| Programmed | BB016 | <Null> | Byron Bay Central | Cowper Street | Footpath | Construct 105m of new footpath on western side of Cowper Street between Ruskin Street and Browning Street | B | \$37,800 |
| Programmed | BB017 | <Null> | Byron Bay Central | Browning Street / Cowper Street | Footpath | Construct 195m of new footpath on northern side of Browning Street between Cowper Street and end of existing footpath east of Tennyson Street | B | \$70,200 |
| Programmed | BB018 | <Null> | Byron Bay Central | Ruskin Street | Footpath | Construct 205m of new footpath on northern and southern sides of Ruskin Street between Tennyson Street and Cowper Street | B | \$148,320 |
| Programmed | BB019 | <Null> | Byron Bay Central | Ruskin Street | Footpath | Construct 210m of new footpath on northern side and 190m on southern side of Ruskin Street between Cowper Street and Massinger Street. Construct new crossings on all legs of Cowper Street/Ruskin Street intersection | B | \$204,720 |
| Programmed | BB020 | <Null> | Byron Bay Central | Kingsley Street | Footpath | Construct 215m of new footpath on northern side and 210m on southern side of Kingsley Street between Tennyson Street and Cowper Street. Construct new crossing on western side of Cowper Street/Kingsley Street intersection | B | \$168,360 |
| Programmed | BB021 | <Null> | Byron Bay Central | Kingsley Street | Footpath | Construct 215m of new footpath on northern and southern sides of Kingsley Street between Cowper Street and Massinger Street. Construct new crossings on northern, eastern and southern sides of Cowper Street/Kingsley Street intersection | B | \$200,880 |
| Programmed | BB023 | <Null> | Byron Bay Central | Carlyle Street | Footpath | Construct 210m of new footpath on northern side and 220m on southern side of Carlyle Street between Cowper Street and Massinger Street. Construct new crossings on northern, eastern and southern sides of Cowper Street/Carlyle Street intersection | B | \$198,720 |
| Programmed | BB028 | <Null> | Byron Bay Central | Marvell Street | Footpath | Construct 385m of new shared path on western side of Massinger Street between Lawson Street and Marvell Street. Construct 50m of new footpath on northern side of Marvell Street west of Massinger Street | B | \$250,200 |

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| Programmed | BB029 | <Null> | Byron Bay Central | Massinger Street | Footpath | Construct 250m of new footpath on eastern side of Massinger Street south of Lawson Street | B | \$90,720 |
| | | | | | | Construct 95m of new footpath on western side of Massinger Street between Marvell Street and end of existing footpath north of Carlyle Street. Construct 110m of new footpath on western side of Massinger Street between Carlyle Street and Kingsley Street. Construct new crossing on western leg of Massinger Street/Carlyle Street intersection | B | \$87,720 |
| Programmed | BB030 | <Null> | Byron Bay Central | Massinger Street | Footpath | Upgrade 330m of existing footpath on northern side of Shirley Street west from Milton Street | C | \$99,600 |
| Programmed | BB035 | <Null> | Byron Bay Central | Shirley Street | Upgrade of Footpath | Construct 85m of shared path between multi use corridor and Jonson Street/Browning Street intersection. Construct 50m of shared path between multi use corridor and Butler Street. Construct 125m of new shared path across multi use corridor between Jonson Street and Butler Street. Construct 80m of new footpath on northern side of Somerset Street west from Butler Street. Construct new crossing across Shirley Street along multi use corridor and on western and southern leg of Butler Street/Somerset Street intersection. Construct new crossing on northern leg of proposed Jonson Street/Byron Bypass intersection | C | \$257,160 |
| Programmed | BB037 | <Null> | Byron Bay Central | Somerset Street / Multi Use Corridor | Footpath | Construct 490m of new footpath on southern side of Lawson Street between Lawson Street/Massinger Street intersection and existing path near Gilmore Crescent | C | \$175,680 |
| Programmed | BB038 | <Null> | Byron Bay Central | Lawson Street | Footpath | Construct 450m of new footpath on southern side of Lawson Street/Lighthouse Road between Lawson Street/Massinger Street intersection and Lee Lane. Construct new crossing on southern leg of Lawson Street/Tallow Beach Road and Lawson Street/Paterson Street intersection | C | \$191,280 |
| Programmed | BB039 | <Null> | Byron Bay Central | Lawson Street / Lighthouse Road | Footpath | Construct 160m of new footpath on western side of Tallow Beach Road between Lawson Street and existing path | C | \$57,240 |
| Programmed | BB040 | <Null> | Byron Bay Central | Tallow Beach Road | Footpath | Construct 125m of new footpath on western side of Marine Parade between Palm Valley Drive and beach access | C | \$44,280 |
| Programmed | BB042 | <Null> | Byron Bay Central | Marine Parade | Footpath | Construct 70m of new footpath on northern side of Marine Parade between existing paths | C | \$25,920 |
| Programmed | BB043 | <Null> | Byron Bay Central | Marine Parade | Footpath | Construct 225m of new footpath on southern side of Kingsley Street between Jonson Street and Tennyson Street | C | \$81,360 |
| Programmed | BB052 | <Null> | Byron Bay Central | Kingsley Street | Footpath | Construct 190m of new footpath on northern and southern sides of Ruskin Street between Jonson Street and Tennyson Street | C | \$137,520 |
| Programmed | BB053 | <Null> | Byron Bay Central | Ruskin Street | Footpath | | | |

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| Programmed | BB054 | <Null> | Byron Bay Central | Browning Street | Footpath | Construct 65m of new footpath on the northern side of Browning Street east of Cowper Street. Construct 135m of new footpath on the southern side of Browning Street west of Paterson Street. Construct 50m of new stairs to link footpaths on Browning Street between Cowper Street and Paterson Street | C | \$321,640 |
| Programmed | BB061 | <Null> | Byron Bay Central | Tennynson Street | Footpath | Construct 120m of new footpath on western side and 120m of new shared path on eastern side of Tennynson Street north of Marvell Street. Construct 250m new shared path on western side of Gilmore Crescent south of Lawson Street. Construct new crossing on western leg of Lawson Street/Gilmore Crescent intersection | C | \$280,920 |
| Programmed | BB036 | <Null> | Byron Bay Central | Shirley Street / Wordsworth Street | Footpath | Upgrade 765m of existing footpath on southern side of Shirley Street between Kendall Street and Shirley Street/Butler Street intersection. Construct 40m of new footpath on western side of Butler Street south from Shirley Street/Butler Street intersection. Construct 55m of new footpath on eastern side of Dryden Street between Shirley Street and Shirley Lane. Construct 60m of new footpath and upgrade 55m of existing footpath on western side of Wordsworth Street. Construct 120m of new footpath on eastern side of Wordsworth Street | C | \$341,820 |
| Programmed | BB036 | <Null> | Byron Bay Central | Shirley Street / Wordsworth Street | Footpath | Upgrade 765m of existing footpath on southern side of Shirley Street between Kendall Street and Shirley Street/Butler Street intersection. Construct 40m of new footpath on western side of Butler Street south from Shirley Street/Butler Street intersection. Construct 55m of new footpath on eastern side of Dryden Street between Shirley Street and Shirley Lane. Construct 60m of new footpath and upgrade 55m of existing footpath on western side of Wordsworth Street. Construct 120m of new footpath on eastern side of Wordsworth Street | C | \$341,820 |
| Programmed | BB036 | <Null> | Byron Bay Central | Shirley Street / Wordsworth Street | Footpath | Upgrade 765m of existing footpath on southern side of Shirley Street between Kendall Street and Shirley Street/Butler Street intersection. Construct 40m of new footpath on western side of Butler Street south from Shirley Street/Butler Street intersection. Construct 55m of new footpath on eastern side of Dryden Street between Shirley Street and Shirley Lane. Construct 60m of new footpath and upgrade 55m of existing footpath on western side of Wordsworth Street. Construct 120m of new footpath on eastern side of Wordsworth Street | C | \$341,820 |
| Programmed | BB036 | <Null> | Byron Bay Central | Shirley Street / Wordsworth Street | Footpath | Upgrade 765m of existing footpath on southern side of Shirley Street between Kendall Street and Shirley Street/Butler Street intersection. Construct 40m of new footpath on western side of Butler Street south from Shirley Street/Butler Street intersection. Construct 55m of new footpath on eastern side of Dryden Street between Shirley Street and Shirley Lane. Construct 60m of new footpath and upgrade 55m of existing footpath on western side of Wordsworth Street. Construct 120m of new footpath on eastern side of Wordsworth Street | C | \$341,820 |

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|------------|-------|--------|-------------------|------------------------------------|-------------|--|---|-----------|
| Programmed | BB036 | <Null> | Byron Bay Central | Shirley Street / Wordsworth Street | Footpath | Upgrade 765m of existing footpath on southern side of Shirley Street between Kendall Street and Shirley Street/Butler Street intersection. Construct 40m of new footpath on western side of Butler Street south from Shirley Street/Butler Street intersection. Construct 55m of new footpath on eastern side of Dryden Street between Shirley Street and Shirley Lane. Construct 60m of new footpath and upgrade 55m of existing footpath on western side of Wordsworth Street. Construct 120m of new footpath on eastern side of Wordsworth Street | C | \$341,820 |
| Programmed | BB036 | <Null> | Byron Bay Central | Shirley Street / Wordsworth Street | Footpath | Upgrade 765m of existing footpath on southern side of Shirley Street between Kendall Street and Shirley Street/Butler Street intersection. Construct 40m of new footpath on western side of Butler Street south from Shirley Street/Butler Street intersection. Construct 55m of new footpath on eastern side of Dryden Street between Shirley Street and Shirley Lane. Construct 60m of new footpath and upgrade 55m of existing footpath on western side of Wordsworth Street. Construct 120m of new footpath on eastern side of Wordsworth Street | C | \$341,820 |
| Programmed | BB036 | <Null> | Byron Bay Central | Shirley Street / Wordsworth Street | Footpath | Upgrade 765m of existing footpath on southern side of Shirley Street between Kendall Street and Shirley Street/Butler Street intersection. Construct 40m of new footpath on western side of Butler Street south from Shirley Street/Butler Street intersection. Construct 55m of new footpath on eastern side of Dryden Street between Shirley Street and Shirley Lane. Construct 60m of new footpath and upgrade 55m of existing footpath on western side of Wordsworth Street. Construct 120m of new footpath on eastern side of Wordsworth Street | C | \$341,820 |
| Programmed | BB022 | <Null> | Byron Bay Central | Carlyle Street | Footpath | Construct 215m of new footpath on northern and southern sides of Carlyle Street between Tennyson Street and Cowper Street. Construct new crossing on western side of Cowper Street/Carlyle Street intersection | B | \$168,360 |
| Underway | BB011 | <Null> | Byron Bay Central | Lighthouse Road | Footpath | Construct 140m of new shared path on northern side of Lighthouse Road east from existing shared path. Construct 685m of new footpath on southern side of Lighthouse Road/upper Lighthouse Road east from end of new shared path. Construct new crossing between new shared path and new footpath on Lighthouse Road | A | \$347,520 |
| Underway | BB011 | BB073 | Byron Bay Central | Lighthouse Road | Shared Path | Construct 235m of new shared path on northern side of Lighthouse Road between Brooke Drive and a new crossing. Construct new crossing across Lighthouse Road | A | \$100,200 |
| Underway | BB022 | <Null> | Byron Bay Central | Carlyle Street | Footpath | Construct 215m of new footpath on northern and southern sides of Carlyle Street between Tennyson Street and Cowper Street. Construct new crossing on western side of Cowper Street/Carlyle Street intersection | B | \$168,360 |

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| Programmed | BB012 | BB015 | Byron Bay South | Old Bangalow Road / Cemetery Road | Upgrade to Shared Path | Upgrade 375m of existing footpath to shared path and construct 25m of new shared path on northern side of Old Bangalow Road/Cemetery Road from Lilli Pilli Drive to existing path near multi use corridor | A | \$188,000 |
| Programmed | BB055 | BB063 | Byron Bay South | Between rail corridor and Bangalow Road | Shared Path | Construct 265m of shared path between multi use corridor and Bangalow Road (between Oakland Court and Cumbebin Park) and 70m of shared path from Bangalow Road to Wright Place. Construct new crossing across Bangalow Road | C | \$218,400 |
| Completed | <Null> | BB012 | Byron Bay South | Broken Head Road | On-road cycle lane | Construct 1,000m of new on-road separated cycle path (one-way) on western side of Bangalow Road/Broken Head Road between crossing north of St Finbarr's Catholic Primary School and Byron Holiday Park. Construct 650m of new on-road separated cycle path (one-way) on eastern side of Bangalow Road/Broken Head Road between Byron Holiday Park and The Byron at Byron resort | A | \$412,500 |
| Completed | <Null> | BB013 | Byron Bay South | Bangalow Road | On-road cycle lane | Construct 1,250m of new on-road separated cycle path (one-way) on western side and 1,135m of new on-road separated cycle path (one-way) on eastern side of Bangalow Road between Browning Street and Mahogany Drive. Construct 155m of new shared path on western side of Bangalow Road north of Old Bangalow Road. Construct 50m of new shared path on western side of Bangalow Road south of Old Bangalow Road. Construct new crossing on western leg of Bangalow Road/Old Bangalow Road intersection. Construct new crossing across Bangalow Road south of Mahogany Drive | A | \$762,800 |
| Completed | BB081 | BB013 | Byron Bay South | Bangalow Road | Shared Path | Construct 1,250m of new on-road separated cycle path (one-way) on western side and 1,135m of new on-road separated cycle path (one-way) on eastern side of Bangalow Road between Browning Street and Mahogany Drive. Construct 155m of new shared path on western side of Bangalow Road north of Old Bangalow Road. Construct 50m of new shared path on western side of Bangalow Road south of Old Bangalow Road. Construct new crossing on western leg of Bangalow Road/Old Bangalow Road intersection. Construct new crossing across Bangalow Road south of Mahogany Drive | A | \$762,800 |

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| Programmed | BB024 | <Null> | Byron Bay South | Bangalow Road | Footpath | Construct 65m of new footpath on western side of Bangalow Road south of Cumbebin Park. Construct 265m of new footpath on western side of Bangalow Road between existing footpath north of Oakland Court and existing footpath south of Blackbutt Place. Construct new crossings on western side of Bangalow Road at Constellation Close, Keats Street and Oakland Court. Construct new crossings on eastern and southern legs of Bangalow Road/Wollumbin Street intersection and eastern side of Bangalow Road/Keats Street intersection | B | \$224,880 |
| Programmed | BB002 | BB002 | Byron Bay West | Bayshore Drive | Shared Path | Construct 365m of new shared path on the eastern side of Bayshore Drive between Grevillea Street and Centennial Circuit (north). Upgrade 110m of existing footpath to shared path on the eastern side of Bayshore Drive between Centennial Circuit (north) and Sunrise Boulevard. Construct new crossing on eastern side of Bayshore Drive at Sunrise Boulevard, Banksia Drive and Grevillea Street | A | \$362,400 |
| Programmed | BB031 | BB053 | Byron Bay West | McGettigans Lane | Shared Path | Construct 1,785m of new shared path on eastern side of McGettigans Lane south from Ewingsdale Road. Construct 455m of new shared path on Balraith Lane | C | \$1,376,400 |
| Programmed | BB032 | BB024 | Byron Bay West | Ewingsdale Road | Shared Path | Construct 445m of new shared path on northern side of Ewingsdale Road between Ewingsdale Road and Woodford Lane. Construct new crossing on western side of Ewingsdale Road/Byron Central Hospital access road intersection | C | \$297,000 |
| Programmed | BB044 | BB025 | Byron Bay West | Centennial Court | Shared Path | Construct 995m of new shared path on western side of Centennial Circuit. Construct new crossing on northern leg of Bayshore Drive/Centennial Circuit (north) intersection | C | \$612,000 |
| Programmed | BB046 | BB028 | Byron Bay West | Bayshore Drive | Upgrade to Shared Path | Upgrade 640m of existing footpath to shared path on eastern side of Bayshore Drive north from multi use corridor | C | \$321,000 |
| Programmed | BB047 | BB027 | Byron Bay West | Julian Rocks Drive | Shared Path | Construct 205m of new shared path on western side of Julian Rocks Drive/northern side of Sunrise Boulevard | C | \$123,600 |
| Programmed | BB048 | BB029 | Byron Bay West | Ti-Tree Place | Shared Path | Construct 20m of new shared path from Sunrise Boulevard to Ti-Tree Place | C | \$12,000 |
| Programmed | BB050 | BB026 | Byron Bay West | Grevillea Street | Shared Path | Construct 445m of new shared path on southern side of Grevillea Street between Bayshore Drive and Banksia Drive | C | \$268,200 |
| Programmed | BB071 | BB067 | Byron Bay West | Ewingsdale Road | Shared Path | Construct 250m of shared path on southern side of Ewingsdale Road between Byron Central Hospital and William Flick Lane. Construct new crossing on southern side of Ewingsdale Road across William Flick Lane and Byron Central Hospital access road | A | \$211,200 |

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| Programmed | BB001 | BB001 | Byron Bay West | Ewingsdale Road | Shared Path | Construct 1,540m of new shared path on southern side of Ewingsdale Road between Cavanbah Centre and Sunrise Boulevard. Construct 85m of new shared path at the Ewingsdale Road/Sunrise Boulevard intersection. Upgrade crossing across Ewingsdale Road near Cavanbah Centre. Construct new crossings on northern and southern legs of Ewingsdale Road/Bayshore Drive intersection, across Banksia Drive and Sunrise Boulevard. Construct new crossing across Ewingsdale Road east of Bayshore Drive and on western and eastern legs of Ewingsdale Road/Sunrise Boulevard intersection. Construct new crossing along Sunrise Boulevard across holiday park entrance | A | \$1,185,600 |
| Programmed | <Null> | BB071 | Byron Bay West | Parkway Drive | On-road cycle lane | Construct 1,760m of new on-road cycle lanes on the eastern side and 1,790m of new on-road cycle lanes on the western side of Parkway Drive | C | \$886,500 |
| Completed | BB010 | BB064 | Byron Bay West | Through private lot (laneway) | Shared Path | Construct 500m of new shared path through the diagonal easement between Banksia Drive and the intersection of Bayshore Drive and Banksia Drive | A | \$289,200 |
| Completed | BB001 | BB001 | Byron Bay West | Ewingsdale Road | Shared Path | Construct 1,540m of new shared path on southern side of Ewingsdale Road between Cavanbah Centre and Sunrise Boulevard. Construct 85m of new shared path at the Ewingsdale Road/Sunrise Boulevard intersection. Upgrade crossing across Ewingsdale Road near Cavanbah Centre. Construct new crossings on northern and southern legs of Ewingsdale Road/Bayshore Drive intersection, across Banksia Drive and Sunrise Boulevard. Construct new crossing across Ewingsdale Road east of Bayshore Drive and on western and eastern legs of Ewingsdale Road/Sunrise Boulevard intersection. Construct new crossing along Sunrise Boulevard across holiday park entrance | A | \$1,185,600 |
| Programmed | BB041 | <Null> | Byron Bay West | Bayshore Drive | Footpath | Construct 625m of new footpath on the western side of Bayshore Drive between Ewingsdale Road and Penny Lane | C | \$225,720 |
| Programmed | BB045 | <Null> | Byron Bay West | Brigantine Street | Footpath | Construct 320m of new footpath on eastern side of Brigantine Street | C | \$114,840 |
| Programmed | BB048 | <Null> | Byron Bay West | Sunrise Boulevard | Footpath | Construct 520m of new footpath on southern side of Sunrise Boulevard between Julian Rocks Drive and Belongil Crescent. Construct 20m of new shared path from Sunrise Boulevard to Ti-Tree Place | C | \$198,840 |
| Programmed | BB049 | <Null> | Byron Bay West | Banksia Drive / Fern Place | Footpath | Construct 660m of new footpath on southern/western side of Banksia Drive between Bayshore Drive and Ewingsdale Road. Construct 80m of new footpath on southern side of Fern Place | C | \$267,480 |
| Programmed | BB056 | <Null> | Byron Bay West | Through private lot | Footpath | Construct 50m of new footpath from Centennial Circuit across private land towards the Cavanbah Centre | C | \$18,360 |
| Programmed | FE004 | FE001 | Federal | Private Land | Shared Path | Construct 375m of new shared path around the hill on Federal Drive | C | \$226,200 |

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| Programmed | FE001 | <Null> | Federal | Federal Drive | Footpath | Construct 190m of new footpath on eastern side of Federal Drive between Binna Burra Road and Roses Road. Construct 20m of new footpath on eastern side of Federal Drive north of Roses Road. Construct 265m of new footpath on western side of Federal Drive south of existing footpath which connects to Coachwood Court. Construct new crossing on northern leg of Binna Burra Road/Federal Drive and across Federal Drive | B | \$199,200 |
| Programmed | FE002 | <Null> | Federal | Roses Road to Wean Way | Footpath | Construct 205m of new footpath between Roses Road and Wean Way | C | \$73,440 |
| Programmed | FE003 | <Null> | Federal | Coorabell Road | Footpath | Construct 350m of new footpath on Coorabell Road between Binna Burra Road and Wean Way | C | \$125,280 |
| Programmed | IT001 | IT001 | Inter-town | Rail Corridor | Multi Use Corridor | Construct 53.2km of new shared path along multi use corridor in Byron Shire | A | \$15,974,400 |
| Programmed | IT002 | IT009 | Inter-town | Gulgan Road | Bridge | Construct 260m of shared path (including bridge across Pacific Motorway) on Gulgan Road south of Eucalyptus Lane as part of the Mullumbimby to Brunswick Heads connection | A | \$26,200,000 |
| Programmed | IT004 | IT010 | Inter-town | Broken Head Reserve Road | Shared Path | Construct 1655m of new shared path on Broken Head Reserve Road from Broken Head Road to Kings Beach carpark. Final alignment subject to consideration of other options to most appropriately connect Suffolk Park and Broken Head | C | \$994,200 |
| Programmed | IT004 | IT010 | Inter-town | Broken Head Reserve Road | Shared Path | Construct 1655m of new shared path on Broken Head Reserve Road from Broken Head Road to Kings Beach carpark. Final alignment subject to consideration of other options to most appropriately connect Suffolk Park and Broken Head | C | \$994,200 |
| Programmed | <Null> | IT002 | Inter-town | Durrumbul Road | Mixed traffic | Construct 5.9km of new off-road separated cycle path along Main Arm Road and consider options around how to utilise 1.4km of very low use Durrumbul Road, to connect Main Arm to Mullumbimby (total 7.3km) | C | \$2,970,000 |
| Programmed | <Null> | IT002 | Inter-town | Main Arm Road | Off-road separated cycle path | Construct 5.9km of new off-road separated cycle path along Main Arm Road and consider options around how to utilise 1.4km of very low use Durrumbul Road, to connect Main Arm to Mullumbimby (total 7.3km) | C | \$2,970,000 |
| Programmed | <Null> | IT003 | Inter-town | Hinterland Way | On-road cycle lane | Construct 95m of shared path from Ballina Road to Hinterland Way. Construct 4.7km of new on-road cycle lanes on both sides of Hinterland Way from new shared path to Byron Shire Council boundary | C | \$1,227,400 |
| Programmed | <Null> | IT004 | Inter-town | Skidders Shoot Road | On-road cycle lane | Construct 3.2km of on-road cycle lanes on both sides of Skidders Shoot Road between Byron Bay and Skidders Shoot | C | \$1,593,000 |
| Programmed | <Null> | IT005 | Inter-town | No road | Off-road separated cycle path | Construct 9.7km of off-road separated cycle path from Brunswick Heads to Byron Bay through Crown Lands utilising existing maintenance pathways | C | \$3,869,600 |

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| Programmed | <Null> | IT006 | Inter-town | Gulgan Road / Mullumbimby Road | On-road cycle lane | Construct 2.7km of new on-road cycle lanes on northern side of Mullumbimby Road between Manns Road and Gulgan Road and 3.0km of new on-road cycle lanes on southern side of Mullumbimby Road between proposed on-road separated cycle path and. Construct 1.9km of on-road cycle lanes on both sides of Gulgan Road between Mullumbimby Road and west of the Pacific Motorway. Construct new crossing on western leg of Mullumbimby Road/Gulgan Road intersection | A | \$2,358,000 |
| Programmed | <Null> | IT007 | Inter-town | Eucalyptus Lane | Mixed traffic | Construct 370m of mixed traffic on Eucalyptus Lane as part of the Mullumbimby to Brunswick Heads connection | C | \$110,700 |
| Programmed | <Null> | IT008 | Inter-town | Broken Head Road to Lennox | On-road cycle lane | Construct 6.8km of on-road cycle lane on the western side and 6.6km of on-road cycle lane on the eastern side of Broken Head Road between Suffolk Park and Byron Shire Council boundary | C | \$3,345,250 |
| Completed | IT004 | IT010 | Inter-town | Broken Head Reserve Road | Shared Path | Construct 1655m of new shared path on Broken Head Reserve Road from Broken Head Road to Kings Beach carpark. Final alignment subject to consideration of other options to most appropriately connect Suffolk Park and Broken Head | C | \$994,200 |
| Programmed | MA001 | MA001 | Main Arm | Main Arm Road / Blindmouth Road | Shared Path | Upgrade 20m of existing footpath to shared path on northern side of Main Arm Road west of Blindmouth Road. Construct 130m of new shared path on northern side of Main Arm Road west of existing footpath west of Blindmouth Road. Construct 30m of new shared path on western side of Blindmouth Road north of Main Arm Road | B | \$104,200 |
| Programmed | MU001 | MU001 | Mullumbimby | Argyle Street / Burringbar Street | Upgrade to Shared Path | Upgrade 105m of existing footpath to shared path on northern side of Argyle Street between Prince Street and Station Street, 50m on western side of Station Street north of Burringbar Street and 40m on Burringbar Street between River Terrace and Gordon Street. Construct new crossing on western leg and upgrade existing crossing on eastern leg of Burringbar Street/Station Street intersection. Construct new crossing on western and southern leg of Burringbar Street/Stuart Street intersection. Construct new crossing on northern leg and upgrade existing crossing on western leg of Burringbar Street/Dalley Street intersection. Construct new crossing on northern leg of Burringbar Street/Gordon Street intersection | A | \$190,500 |
| Programmed | MU009 | MU013 | Mullumbimby | Stuart Street | Shared Path | Construct 185m of new shared path on eastern side of Stuart Street between Fern Street and end of Stuart Street (south) | B | \$111,600 |
| Programmed | MU010 | MU016 | Mullumbimby | Multi use corridor | Shared Path | Construct new shared path links to the multi use corridor at Fern Street, Ann Street, Poinciana Street and Mill Street | B | \$153,600 |
| Programmed | MU011 | MU017 | Mullumbimby | Morrison Avenue | Upgrade to Shared Path | Upgrade 85m of existing footpath to shared path on eastern side of Morrison Avenue between Crown Street and Argyle Street. Construct new crossing on eastern leg of Morrison Avenue/Crown Street intersection | B | \$57,500 |

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| Programmed | MU012 | MU018 | Mullumbimby | Argyle Street | Shared Path | Construct 35m of new shared path on northern side of Argyle Street east of Prince Street. Upgrade 50m of existing footpath to shared path on northern side of Argyle Street west of Morrison Avenue. Upgrade 30m of existing footpath to shared path on northern side of Argyle Street east of Morrison Avenue. Construct 125m of new shared path on northern side of Argyle Street west of Queen Street. Construct 310m of new shared path on northern side of Argyle Street east of Queen Street. Construct new crossings on northern and southern legs of Queen Street/Argyle Street intersection | B | \$367,800 |
| Programmed | MU015 | MU022 | Mullumbimby | Argyle Street | Shared Path | Construct 445m of new shared path on northern side of Argyle Street west from Manns Road. Construct new crossing on northern leg of Manns Road/Argyle Street intersection | B | \$297,600 |
| Programmed | MU016 | MU020 | Mullumbimby | Main Arm Road | Shared Path | Upgrade 40m of existing shared path on southern side of Main Arm Road east of Palm Avenue. Construct 85m of new shared path on southern side of Main Arm Road east of Chinbible Avenue. Construct new crossing on southern side of Main Arm Road at Palm Avenue, Pine Avenue and Chinbible Avenue | B | \$148,200 |
| Programmed | MU017 | MU021 | Mullumbimby | Tuckeroo Avenue | Shared Path | Construct 290m of new shared path on eastern side of Tuckeroo Avenue between Left Bank Road and Hottentot Crescent. Construct new crossing on eastern leg of Tuckeroo Avenue/Hottentot Crescent intersection | B | \$187,800 |
| Programmed | MU018 | MU023 | Mullumbimby | Azakea Street - Tuckeroo Avenue | Upgrade to Shared Path | Upgrade 465m of existing footpath to shared path between Tuckeroo Avenue and Azalea Street. Upgrade 50m of existing footpath to shared path between Hottentot Crescent and upgraded path | C | \$258,000 |
| Programmed | MU019 | MU024 | Mullumbimby | Main Arm Road | Shared Path | Construct 575m of new shared path on southern side of Main Arm Road between Chinbible Avenue and Hinterland Christian College. Construct new crossing on southern leg of Main Arm Road/Coral Avenue intersection and across Main Arm Road at Hinterland Christian College | C | \$375,600 |
| Programmed | MU021 | MU025 | Mullumbimby | Murwillumbah Road | Upgrade to Shared Path | Upgrade 30m of existing footpath to shared path on northern side of Murwillumbah Road west of Casuarina Street | C | \$14,000 |
| Programmed | MU025 | MU032 | Mullumbimby | Morrison Avenue / Poinciana Street | Shared Path | Construct 130m of new shared path on northern side of Poinciana Street and 220m on eastern side of Morrison Avenue. Upgrade 120m of existing footpath to shared path on eastern side of Morrison Avenue | C | \$270,500 |
| Programmed | MU028 | MU033 | Mullumbimby | Manns Road | Shared Path | Construct 400m of new shared path on western side of Manns Road between Mullumbimby Road and end of Manns Road | C | \$240,000 |
| Programmed | MU029 | MU034 | Mullumbimby | Jubilee Avenue to Stuart Street via comm | Shared Path | Construct 795m of new shared path through community garden between Jubilee Avenue and Stuart Street | C | \$476,400 |
| Programmed | MU030 | MU037 | Mullumbimby | River crossing / Kamala Court | Shared Path | Construct 180m of new shared path on northern side of Azalea Street south of Coolamon Avenue. Construct 210m of new shared path (including bridge) across Brunswick River north of Coolamon Avenue | C | \$7,690,200 |

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.3 - ATTACHMENT 2

| | | | | | | | | |
|------------|--------|-------|-------------|--|-------------------------------|--|---|--------------|
| Programmed | MU031 | MU036 | Mullumbimby | Along river | Shared Path | Construct 555m of new shared path on northern side of Azalea Street between Coolamon Avenue and end of Azalea Street (west) | C | \$332,400 |
| Programmed | MU032 | MU035 | Mullumbimby | Left Bank Road | Shared Path | Construct 2,785m of new shared path on southern side of Left Bank Road between Tuckeroo Avenue and Mullumbimby Steiner School. Construct new crossing on eastern leg of Tuckeroo Avenue/Left Bank Road intersection | B | \$1,686,000 |
| Programmed | MU033 | MU038 | Mullumbimby | river crossing / along river / Riverside Drive | Shared Path | Construct 110m of new shared path between south of Kamala Court and Brunswick River. Construct 1,240m of new shared path on southern side of Riverside Drive between Kamala Court proposed river crossing and Burringbar Street across Brunswick River (including bridge) | C | \$10,056,000 |
| Programmed | MU034 | MU039 | Mullumbimby | Brunswick Terrace / along river | Shared Path | Construct 580m of new shared path and upgrade 135m of footpath to shared path along Brunswick River between Murwillumbah Road and Stuart Street | C | \$416,700 |
| Programmed | MU035 | MU040 | Mullumbimby | Mill Street to rail line | Shared Path | Construct 175m of new shared path on northern side of Mill Street between Stuart Street and Station Street | C | \$103,800 |
| Programmed | MU041 | MU041 | Mullumbimby | Along river / along tennis court | Shared Path | Construct 70m of new shared path along northern boundary of tennis courts on Jubilee Avenue to connect to existing shared path to the north | C | \$43,200 |
| Programmed | MU046 | MU042 | Mullumbimby | Laneway | Mixed traffic (all modes) | Construct 395m of mixed traffic (cycle street) along laneway (located between Dalley Street and Stuart Street) between Tincogan Street and Whian Street | C | \$794,000 |
| Programmed | <Null> | MU001 | Mullumbimby | Argyle Street / Burringbar Street | Off-road separated cycle path | Construct 95m of new off-road cycle path (one-way) on southern side of Argyle Street between multi use corridor and Station Street. Upgrade 105m of existing footpath to shared path on northern side of Argyle Street between Prince Street and Station Street and 40m on Burringbar Street between River Terrace and Gordon Street. Construct new crossings on western and southern legs and upgrade upgrade existing crossing on eastern leg of Burringbar Street/Station Street intersection. Construct new crossing on western and southern leg and upgrade existing crossing on northern and eastern leg of Burringbar Street/Stuart Street intersection. Construct new crossing on northern leg and upgrade existing crossings on eastern, southern and western leg of Burringbar Street/Dalley Street intersection. Construct new crossing on northern leg of Burringbar Street/Gordon Street intersection | A | \$328,900 |
| Programmed | <Null> | MU002 | Mullumbimby | Gordon Street | Mixed traffic | Construct 190m of mixed traffic (cycle street) on Gordon Street between Burringbar Street and south of Mill Street | A | \$171,000 |
| Programmed | <Null> | MU003 | Mullumbimby | Dalley Street | On-road separated cycle path | Construct 610m on western side and 595m on eastern side of new on-road separated cycle path (one-way) of Dalley Street between Burringbar Street and Mill Street | A | \$375,900 |

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STAFF REPORTS - INFRASTRUCTURE SERVICES

4.3 - ATTACHMENT 2

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|------------|--------|-------|-------------|---|-------------------------------|--|---|-----------|
| Programmed | <Null> | MU004 | Mullumbimby | Stuart Street | On-road separated cycle path | Construct 610m of new on-road separated cycle path (one-way) on western side and 610m of new on- road separated cycle path (one-way) on eastern side of Stuart Street between Burringbar Street and Mill Street. Construct new crossing on Stuart Street between Tincogan Street and Burringbar Street | A | \$380,400 |
| Programmed | <Null> | MU005 | Mullumbimby | Tincogan Street | Off-road separated cycle path | Construct 475m of new off-road separated cycle path (two-way) on southern side of Tincogan Street between Brunswick Terrace and Station Street. Construct new crossing on western leg of Tincogan Street/Station Street intersection. Construct new crossings on all legs of Tincogan Street/Stuart Street intersection. Construct new crossings on northern, southern and western legs and upgrade existing crossing on eastern leg of Tincogan Street/Dalley Street intersection. Construct new crossings on northern, eastern and southern legs and upgrade existing crossing on western leg of Tincogan Street/Gordon Street intersection. Construct new crossings on northern and western leg of Tincogan Street/Brunswick Terrace intersection | A | \$505,800 |
| Programmed | <Null> | MU006 | Mullumbimby | Dalley Street | On-road separated cycle path | Construct 225m of new on-road separated cycle path (one-way) on western side of Dalley Street between Burringbar Street and Whian Street. Construct 235m of new on-road separated cycle path (one-way) on eastern side of Dalley Street between Burringbar Street and Whian Street. Construct new crossing on Dalley Street between Burringbar Street and Whian Street | A | \$156,600 |
| Programmed | <Null> | MU008 | Mullumbimby | Jubilee Avenue | Off-road separated cycle path | Amend 765m of existing shared path on western side of Jubilee Avenue/Dalley Street from Whian Street to Azalea Street to off-road separated cycle path (two-way). Construct new crossings on the northern and eastern legs of the Dalley Street/Whian Street and the eastern leg of the Azalea Street/Left Bank Road intersection | A | \$376,800 |
| Programmed | <Null> | MU012 | Mullumbimby | Jubilee Avenue | Off-road separated cycle path | Construct 565m of new off-road cycle path (one-way) on eastern side of Jubilee Avenue/Dalley Street between Whian Street and existing crossing outside Mullumbimby High School. Construct new crossings on the eastern side of Jubilee Avenue at Fern Street, Myokum Street and Byron Street. Construct new crossing across Jubilee Avenue at Mullumbimby Petria Thomas Swimming Pool | B | \$285,200 |
| Programmed | <Null> | MU015 | Mullumbimby | Station Street | On-road separated cycle path | Construct 335m of new on-road separated cycle path (one-way) on both sides of Station Street between Burringbar Street and Fern Street | B | \$203,700 |
| Programmed | <Null> | MU019 | Mullumbimby | Argyle Street | On-road separated cycle path | Construct 805m of new on-road separated cycle path (one-way) on southern side of Argyle Street between multi use corridor and James Street | B | \$241,800 |
| Programmed | <Null> | MU029 | Mullumbimby | Stuart Street / Mill Street / Gordon Street | Mixed traffic | Construct 255m of mixed traffic (cycle street) on Mill Street between Gordon Street and Stuart Street | C | \$76,200 |
| Programmed | <Null> | MU031 | Mullumbimby | Station Street | Mixed traffic | Construct 430m of mixed traffic (cycle street) on Station Street between Mill Street and Tincogan Street | C | \$128,400 |

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STAFF REPORTS - INFRASTRUCTURE SERVICES

4.3 - ATTACHMENT 2

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|------------|--------|--------|-------------|---------------|------------------------------|--|---|-----------|
| Programmed | <Null> | MU007 | Mullumbimby | Stuart Street | On-road separated cycle path | Construct 330m of new on-road separated cycle path (one-way) on western side and 345m of new on-road separated cycle path (one-way) on eastern side of Stuart Street between Burringbar Street and Fern Street. Construct new crossing on Stuart Street between Burringbar Street and Whian Street. Construct new crossing on western leg of Stuart Street/Whian Street intersection and eastern leg of Stuart Street/Fern Street intersection | A | \$262,200 |
| Programmed | <Null> | MU007 | Mullumbimby | Stuart Street | On-road separated cycle path | Construct 330m of new on-road separated cycle path (one-way) on western side and 345m of new on-road separated cycle path (one-way) on eastern side of Stuart Street between Burringbar Street and Fern Street. Construct new crossing on Stuart Street between Burringbar Street and Whian Street. Construct new crossing on western leg of Stuart Street/Whian Street intersection and eastern leg of Stuart Street/Fern Street intersection | A | \$262,200 |
| Completed | MU026 | <Null> | Mullumbimby | Argyle Street | Footpath | Construct 200m of new footpath on southern side of Argyle Street between King Street and James Street | C | \$72,000 |
| Completed | <Null> | MU007 | Mullumbimby | Stuart Street | On-road separated cycle path | Construct 330m of new on-road separated cycle path (one-way) on western side and 345m of new on-road separated cycle path (one-way) on eastern side of Stuart Street between Burringbar Street and Fern Street. | A | \$262,200 |
| Completed | MU045 | <Null> | Mullumbimby | Stuart Street | Footpath | Construct 110m of new footpath on western side of Stuart Street between Fern Street and Whian Street. Upgrade 100m of existing footpath on western side of Stuart Street north of Whian Street. Construct 70m of new footpath on eastern side of Stuart Street north of Fern Street. Upgrade 150m of existing footpath on eastern side of Stuart Street between existing footpath south of Burringbar Street and new footpath north of Fern Street. Construct new crossing on western leg of Stuart Street/Whian Street intersection | A | \$154,740 |
| Completed | MU045 | <Null> | Mullumbimby | Stuart Street | Footpath | Construct 110m of new footpath on western side of Stuart Street between Fern Street and Whian Street. Upgrade 100m of existing footpath on western side of Stuart Street north of Whian Street. Construct 70m of new footpath on eastern side of Stuart Street north of Fern Street. Upgrade 150m of existing footpath on eastern side of Stuart Street between existing footpath south of Burringbar Street and new footpath north of Fern Street. Construct new crossing on western leg of Stuart Street/Whian Street intersection | A | \$154,740 |

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.3 - ATTACHMENT 2

| | | | | | | | | |
|------------|-------|--------|-------------|--------------------------------|---------------------|---|---|-----------|
| Completed | MU003 | <Null> | Mullumbimby | Tincogan Street | Footpath | Construct 290m of new footpath on southern side of Tincogan Street between Brunswick Terrace and Stuart Street. Construct crossings on all legs of Tincogan Street/Stuart Street intersection. Construct new crossings on northern, southern and western legs and upgrade existing crossing on eastern leg of Tincogan Street/Dalley Street intersection. Construct new crossings on northern, eastern and southern legs and upgrade existing crossing on western leg of Tincogan Street/Gordon Street intersection. Construct new crossings on northern and western legs of Tincogan Street/Brunswick Terrace intersection. Construct new crossing on western leg of Tincogan Street/Station Street intersection | A | \$419,040 |
| Programmed | MU002 | <Null> | Mullumbimby | Gordon Street | Footpath | Construct 120m of new footpath on western side of Gordon Street south of Tincogan Street and 160m on eastern side of Gordon Street between Tincogan Street and Burringbar Street | A | \$101,160 |
| Programmed | MU004 | <Null> | Mullumbimby | Whian Street | Footpath | Construct 85m of new footpath on northern side of Whian Street between Dalley Street and Stuart Street. Construct new crossings across Dalley Street and Stuart Street. Construct new crossing on northern leg of Stuart Street/Whian Street intersection and eastern leg of Stuart Street/Fern Street intersection | A | \$90,600 |
| Programmed | MU005 | <Null> | Mullumbimby | Jubilee Avenue / Azalea Street | Upgrade of Footpath | Amend 700m of existing shared path on Azalea Street/Jubilee Avenue to separated footpath. Construct new crossing on northern and western leg of Dalley Street/Whian Street intersection. Construct new crossing on western leg of Left Bank Road/Azalea Street intersection | A | \$280,300 |
| Programmed | MU006 | <Null> | Mullumbimby | Dalley Street | Footpath | Construct 20m of new footpath on approach to the Dalley Street/Tyagarah Street intersection | A | \$7,560 |
| Programmed | MU008 | <Null> | Mullumbimby | Jubilee Avenue | Footpath | Construct 610m of new footpath on eastern side of Jubilee Avenue between Fern Street and Azalea Street. Construct new crossing on southern side of Jubilee Avenue at Fern Street, Myokum Street and Byron Street. Construct new crossing across Jubilee Avenue outside swimming pool | B | \$279,960 |
| Programmed | MU011 | <Null> | Mullumbimby | Crown Street / Queen Street | Footpath | Construct 250m of new footpath on southern side of Crown Street and western side of Queen Street between Morrison Avenue and Argyle Street. Upgrade 85m of existing footpath to shared path on eastern side of Morrison Avenue between Crown Street and Argyle Street. Construct new crossing on eastern leg of Morrison Avenue/Crown Street | B | \$147,140 |

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4.3 - ATTACHMENT 2

| | | | | | | | | |
|------------|-------|--------|-------------|-------------------------------|---------------------|---|---|-----------|
| Programmed | MU013 | <Null> | Mullumbimby | Stuart Street | Footpath | Upgrade 95m of existing footpath on western side of Stuart Street south of Tincogan Street. Upgrade 165m of existing footpath on western side of Stuart Street north of Tincogan Street. Construct 10m of new footpath on western side of Stuart Street south of Tyagarah Street. Upgrade 65m of existing footpath on eastern side of Stuart Street south of Tincogan Street. Construct 280m of new shared path on eastern side of Stuart Street between Tincogan Street and Train Street | A | \$100,080 |
| Programmed | MU014 | <Null> | Mullumbimby | Stuart Street | Footpath | Construct 5m of new footpath on western side of Stuart Street north of Tyagarah Street. Upgrade 210m of existing footpath on western side of Stuart Street south of Mill Street | A | \$64,260 |
| Programmed | MU020 | <Null> | Mullumbimby | Pine Avenue | Footpath | Construct 530m of new footpath on western side of Pine Avenue between Main Arm Road and Riverside Drive | C | \$191,160 |
| Programmed | MU022 | <Null> | Mullumbimby | Gordon Street | Footpath | Construct 165m of new footpath on both sides of Gordon Street between Tincogan Street and Tyagarah Street | C | \$118,080 |
| Programmed | MU023 | <Null> | Mullumbimby | Gordon Street | Footpath | Construct 105m of new footpath on western side and 175m on eastern side of Gordon Street north of Tyagarah Street. | C | \$100,800 |
| Programmed | MU024 | <Null> | Mullumbimby | Station Street | Footpath | Construct 60m of new footpath on southern side of Train Street between Stuart Street and McGoughans Lane | C | \$22,320 |
| Programmed | MU036 | <Null> | Mullumbimby | Dalley Street | Footpath | Construct 80m of new footpath on western side of Dalley Street south of Mill Street. Upgrade 125m of existing footpath on western side of Dalley Street north of Tyagarah Street. Construct 25m of new footpath on eastern side of Dalley Street south of Mill Street. Upgrade 180m of existing footpath on eastern side of Dalley Street north of Tyagarah Street | C | \$128,040 |
| Programmed | MU037 | <Null> | Mullumbimby | Dalley Street | Upgrade of Footpath | Upgrade 175m of existing footpath on western side and 175m on eastern side of Dalley Street between Tyagarah Street and Tincogan Street. Upgrade 165m of existing footpath on western side of Dalley Street between Tincogan Street and Burringbar Street. Upgrade 25m of existing footpath on eastern side of Dalley Street south of Tincogan Street | C | \$162,600 |
| Programmed | MU038 | <Null> | Mullumbimby | Train Street / Station Street | Footpath | Construct 90m of new footpath on southern and western sides of Train Street and Station Street east of McGoughans Lane. Upgrade 250m of existing footpath on western side of Station Street north of Tincogan Street | C | \$106,740 |
| Programmed | MU039 | <Null> | Mullumbimby | Station Street | Upgrade of Footpath | Upgrade 280m of existing footpath on western side of Station Street north of Fern Street | C | \$83,700 |
| Programmed | MU040 | <Null> | Mullumbimby | Dalley Street | Upgrade of Footpath | Upgrade 60m of existing footpath on western side of Dalley Street north of Whian Street. Upgrade 85m of existing footpath on eastern side of Dalley Street north of Whian Street | C | \$43,200 |

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|------------|-------|--------|-------------|---|---------------------------|---|---|-----------|
| Programmed | MU048 | <Null> | Mullumbimby | Murwillumbah Road / Coolamon Scenic Drive | Footpath | Construct 125m of new footpath on eastern side of Murwillumbah Road/Coolamon Scenic Drive south of Laurel Avenue | B | \$45,000 |
| Programmed | MU045 | <Null> | Mullumbimby | Stuart Street | Footpath | Upgrade 100m of existing footpath on western side of Stuart Street north of Whian Street. Upgrade 150m of existing footpath on eastern side of Stuart Street between existing footpath south of Burringbar Street and new footpath north of Fern Street. Construct new crossing on western leg of Stuart Street/Whian Street intersection | A | \$154,740 |
| Programmed | MU003 | <Null> | Mullumbimby | Tincogan Street | Footpath | Construct 290m of new footpath on southern side of Tincogan Street between Brunswick Terrace and Stuart Street. Construct crossings on all legs of Tincogan Street/Stuart Street intersection. Construct new crossings on northern, southern and western legs and upgrade existing crossing on eastern leg of Tincogan Street/Dalley Street intersection. Construct new crossings on northern, eastern and southern legs and upgrade existing crossing on western leg of Tincogan Street/Gordon Street intersection. Construct new crossings on northern and western legs of Tincogan Street/Brunswick Terrace intersection. Construct new crossing on western leg of Tincogan Street/Station Street intersection | A | \$419,040 |
| Programmed | MU003 | <Null> | Mullumbimby | Tincogan Street | Footpath | Construct 290m of new footpath on southern side of Tincogan Street between Brunswick Terrace and Stuart Street. Construct crossings on all legs of Tincogan Street/Stuart Street intersection. Construct new crossings on northern, southern and western legs and upgrade existing crossing on eastern leg of Tincogan Street/Dalley Street intersection. Construct new crossings on northern, eastern and southern legs and upgrade existing crossing on western leg of Tincogan Street/Gordon Street intersection. Construct new crossings on northern and western legs of Tincogan Street/Brunswick Terrace intersection. Construct new crossing on western leg of Tincogan Street/Station Street intersection | A | \$419,040 |
| Underway | MU007 | MU011 | Mullumbimby | Fern Street | Shared Path | Construct 305m of shared path on the southern side of Fern Street between Jubilee Avenue and Station Street | A | \$183,600 |
| Underway | MU047 | MU043 | Mullumbimby | Burringbar Street | Mixed traffic (all modes) | Construct 240m of mixed traffic (shared zone) on Burringbar Street between Station Street and Dalley Street | C | \$480,000 |

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|------------|-------|-------|--------------------|---------------------------------------|------------------------|---|---|-----------|
| Programmed | OS005 | OS010 | Ocean Shores et al | Wilfred Street | Shared Path | Construct 205m of new footpath on southern side of Wilfred Street between Bonanza Drive and Brunswick Street and 175m on northern side between multi use corridor and Brunswick Street. Construct 10m of new shared path on northern side of Wilfred Street east from multi use corridor. Upgrade 90m of existing footpath to shared path on northern side of Wilfred Street west from Mogo Place. Construct new crossing on northern leg of Wilfred Street/Mogo Place intersection | A | \$201,840 |
| Programmed | OS008 | OS004 | Ocean Shores et al | Orana Road | Shared Path | Construct 740m of new footpath on northern side of Orana Road between Warrambool Road and south of Langi Place. Construct 100m of new shared path on western side of Orana Road between Wirree Drive and Langi Place and 125m of new shared path south from Langi Place. Construct 425m of new shared path on southern side of Orana Road between Warrambool Road and east of Yengarie Way. Construct new crossing on southern, eastern and western legs of Orana Road/Warrambool Road intersection. Construct new crossings on southern and western legs of Orana Road/Yengarie Way intersection and northern leg of Wirree Drive/Orana Road intersection. | B | \$695,640 |
| Programmed | OS010 | OS010 | Ocean Shores et al | Brunswick Valley Way | Upgrade to Shared Path | Upgrade 95m of existing footpath to shared path on western side of Brunswick Valley Way north of Bonanza Drive | B | \$46,500 |
| Programmed | OS001 | OS001 | Ocean Shores et al | Bindaree Way recreational path | Shared Path | Construct 620m of new shared path between housing, park and Bindaree Way between Orana Road and Rajah Road | A | \$371,400 |
| Programmed | OS004 | OS003 | Ocean Shores et al | Rangal Road / Beach Avenue | Shared Path | Construct 380m of new shared path on eastern side of Rangal Road/Beach Avenue between Rangal Road and Redgate Road. Construct new crossing on northern, eastern and southern legs of Beach Avenue/Helen Street intersection | A | \$289,200 |
| Programmed | OS005 | OS010 | Ocean Shores et al | Brunswick Valley Way / Wilfred Street | Shared Path | Construct 485m of new on-road cycle lane (one-way) on southern side of Wilfred Street between Brunswick Street and Pacific Motorway underpass and 380m of new on-road cycle lane (one-way) on eastern side of Brunswick Valley Way from Pacific Motorway underpass to existing cycle lane. Construct 210m of new on-road cycle lane (one-way) on northern side of Wilfred Street between Brunswick Street and multi use corridor. Upgrade 95m of existing footpath to shared path on western side of Brunswick Valley Way north of Bonanza Drive. Construct 10m of new shared path on northern side of Wilfred Street east from multi use corridor. Upgrade 90m of existing footpath to shared path on northern side of Wilfred Street west from Mogo Place. Construct new crossing on northern leg of Wilfred Street/Mogo Place intersection. Construct new crossing across Wilfred Street on multi use corridor | B | \$851,400 |

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|------------|-------|-------|--------------------|--|------------------------|---|---|--------------|
| Programmed | OS006 | OS005 | Ocean Shores et al | Rajah Road | Upgrade to Shared Path | Upgrade 805m of existing footpath to shared path on southern side of Rajah Road between Brunswick Valley Way and Miram Place. Upgrade 255m of existing footpath to shared path on eastern side of Rajah Road north of Miram Place | B | \$528,000 |
| Programmed | OS007 | OS007 | Ocean Shores et al | Orana Road | Shared Path | Construct 1,395m of new shared path on southern side of Orana Road between Warrambool Road and existing shared path north of Kuringai Way. Upgrade existing crossing on southern leg of Orana Road/Brunswick Valley Way intersection | B | \$853,800 |
| Programmed | OS008 | OS006 | Ocean Shores et al | Orana Road | Shared Path | Construct 425m of new shared path on southern side of Orana Road between Warrambool Road and Yengarie Way. Construct new crossings on southern, eastern and western legs of Orana Road/Warrambool Road intersection. Construct new crossings on southern and western legs of Orana Road/Yengarie Way intersection | B | \$360,000 |
| Programmed | OS011 | OS011 | Ocean Shores et al | Shara Boulevard | Shared Path | Construct 450m of new shared path on western side of Shara Boulevard north of Palmer Avenue. Construct 120m of new shared path on western side of Shara Boulevard south of Palmer Avenue | B | \$340,800 |
| Programmed | OS013 | OS012 | Ocean Shores et al | Orana Road / Yengarie Way / Rajah Road | Shared Path | Construct 190m of new shared path on southern side of Orana Road east of Yengarie Way. Construct 375m of new shared path on eastern side of Yengarie Way/Rajah Road south from Orana Road. Upgrade 205m of existing footpath to shared path on eastern side of Rajah Road south from Bindaree Way | B | \$441,600 |
| Programmed | OS014 | OS013 | Ocean Shores et al | Kallaroo Circuit | Upgrade to Shared Path | Upgrade 230m of existing footpath to shared path on northern side of Kallaroo Circuit west from Shara Boulevard | C | \$116,000 |
| Programmed | OS015 | OS014 | Ocean Shores et al | Shara Boulevard | Upgrade to Shared Path | Upgrade 585m of existing footpath to shared path on eastern side of Shara Boulevard between Kallaroo Circuit and Kolora Way. Upgrade existing crossing on eastern leg of Shara Boulevard/Kallaroo Circuit intersection | C | \$321,500 |
| Programmed | OS017 | OS017 | Ocean Shores et al | The Esplanade | Upgrade of Shared Path | Upgrade 240m of existing footpath to shared path on eastern side of The Esplanade north from Strand Avenue. Construct new crossing on northern leg of The Esplanade/Strand Avenue intersection | C | \$111,400 |
| Programmed | OS019 | OS018 | Ocean Shores et al | Warrambool Road | Shared Path | Construct 690m of new shared path on eastern side of Warrambool Road between Orana Road and Rajah Road | C | \$444,600 |
| Programmed | OS023 | OS016 | Ocean Shores et al | Rajah Road recreational apth | Shared Path | Construct 2,010m of new shared path along Marshalls Creek between Bindaree Way and Brunswick Valley Way | C | \$1,207,200 |
| Programmed | OS024 | OS020 | Ocean Shores et al | Yelgun Road | Shared Path | Construct 510m of new shared path on eastern side of Tweed Valley Way and northern side of Yelgun Road between North Byron Parklands and multi use corridor | C | \$307,200 |
| Programmed | OS025 | OS021 | Ocean Shores et al | | Shared Path | Construct 465m of new shared path (including bridge) east from Marshalls Creek shared path (behind Ocean Shores Tavern) to beachfront | C | \$15,289,000 |
| Programmed | OS026 | OS019 | Ocean Shores et al | Gara Court | Shared Path | Construct 165m of new shared path between Gara Court and Marshalls Creek shared path | C | \$100,200 |

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4.3 - ATTACHMENT 2

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|------------|--------|--------|--------------------|---------------------------------------|--------------------|---|---|-------------|
| Programmed | <Null> | OS009 | Ocean Shores et al | Brunswick Valley Way | On-road cycle lane | Construct 1,390m of new on-road cycle lane (one-way) on western side and 1,370m of new on-road cycle lane (one-way) on eastern side of Brunswick Valley Way south from Orana Road | B | \$690,000 |
| Programmed | <Null> | OS010 | Ocean Shores et al | Brunswick Valley Way / Wilfred Street | On-road cycle lane | Construct 485m of new on-road cycle lane (one-way) on southern side of Wilfred Street between Brunswick Street and Pacific Motorway underpass and 380m of new on-road cycle lane (one-way) on eastern side of Brunswick Valley Way from Pacific Motorway underpass to existing cycle lane. Construct 210m of new on-road cycle lane (one-way) on northern side of Wilfred Street between Brunswick Street and multi use corridor. Upgrade 95m of existing footpath to shared path on western side of Brunswick Valley Way north of Bonanza Drive. Construct 10m of new shared path on northern side of Wilfred Street east from multi use corridor. Upgrade 90m of existing footpath to shared path on northern side of Wilfred Street west from Mogo Place. Construct new crossing on northern leg of Wilfred Street/Mogo Place intersection. Construct new crossing across Wilfred Street on multi use corridor | B | \$851,400 |
| Programmed | <Null> | OS015 | Ocean Shores et al | Helen Street | Mixed traffic | Construct 675m of mixed traffic (cycle street) on Helen Street between Kolora Way and Beach Avenue | C | \$203,700 |
| Completed | OS009 | OS008 | Ocean Shores et al | Balemo Drive | Shared Path | Construct 2,350m of new shared path on eastern side of Balemo Drive between Orana Road and Brunswick Valley Way (north). Construct new crossing on northern leg of Balemo Drive intersection near pedestrian/cycle bridge to Billinudgel | B | \$1,426,200 |
| Programmed | OS005 | <Null> | Ocean Shores et al | Wilfred Street | Footpath | Construct 205m of new footpath on southern side of Wilfred Street between Bonanza Drive and Brunswick Street and 175m on northern side between multi use corridor and Brunswick Street. Construct 10m of new shared path on northern side of Wilfred Street east from multi use corridor. Upgrade 90m of existing footpath to shared path on northern side of Wilfred Street west from Mogo Place. Construct new crossing on northern leg of Wilfred Street/Mogo Place intersection | A | \$201,840 |
| Programmed | OS007 | <Null> | Ocean Shores et al | Orana Road | Footpath | Construct 1,355m of new footpath on northern side of Orana Road between Warrambool Road and Balemo Drive. Construct 1,395m of new shared path on southern side of Orana Road between Warrambool Road and existing shared path north of Kuringai Way. Upgrade existing crossing on southern leg of Orana Road/Brunswick Valley Way intersection | B | \$1,340,880 |

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| Programmed | OS008 | <Null> | Ocean Shores et al | Orana Road | Footpath | Construct 740m of new footpath on northern side of Orana Road between Warrambool Road and south of Langi Place. Construct 100m of new shared path on western side of Orana Road between Wirree Drive and Langi Place and 125m of new shared path south from Langi Place. Construct 425m of new shared path on southern side of Orana Road between Warrambool Road and east of Yengarie Way. Construct new crossing on southern, eastern and western legs of Orana Road/Warrambool Road intersection. Construct new crossings on southern and western legs of Orana Road/Yengarie Way intersection and northern leg of Wirree Drive/Orana Road intersection. | B | \$695,640 |
| Programmed | OS012 | <Null> | Ocean Shores et al | Rajah Road | Footpath | Construct 565m of new footpath on western side of Rajah Road/Yengarie Road between Yalla Kool Drive and Orana Road | B | \$203,400 |
| Programmed | OS016 | <Null> | Ocean Shores et al | Helen Street | Footpath | Construct 655m of new footpath on both sides of Helen Street between Kolora Way and Beach Avenue | C | \$471,240 |
| Programmed | OS018 | <Null> | Ocean Shores et al | Goondooloo Drive | Footpath | Construct 515m of new footpath on northern side and 520m on southern side of Goondooloo Drive between Orana Road and Warrambool Road. Construct new crossing on northern and southern leg of Warrambool Road/Goondooloo Drive intersection | C | \$402,600 |
| Programmed | OS020 | <Null> | Ocean Shores et al | Coomburra Crescent / Yamble Drive | Footpath | Construct 1,435m of new footpath on western/southern side and 1,505m of new footpath on eastern/northern side of Kuringai Way/Yamble Way/Coomburra Crescent between Orana Road and Warrambool Road. Construct 125m of new footpath on western side of Warrambool Crescent between Coomburra Crescent and Orana Road. Construct new crossing on western leg of Yamble Drive/Kuringai Way intersection | C | \$1,120,200 |
| Programmed | OS021 | <Null> | Ocean Shores et al | Bonanza Drive | Footpath | Construct 325m of new footpath on western/southern side of Bonanza Drive between Lucky Lane and Wilfred Street | C | \$117,000 |
| Underway | OS003 | OS002 | Ocean Shores et al | New Brighton Road / Kolora Way | Shared Path | Construct 475m of new shared path (including bridge) on eastern side of Kolora Way/northern side of New Brighton Road between Larelar Court and Redgate Road. Upgrade 330m of existing footpath to shared path on eastern side of Kolora Way between Shara Boulevard and Larelar Court. Upgrade 330m of existing shared path on northern side of New Brighton Road east from Redgate Road | A | \$1,374,800 |

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| Programmed | SP005 | SP003 | Suffolk Park | Beech Drive | Shared Path | Construct 30m of new shared path on northern side of Broken Head Road/Beech Drive (south) intersection east of existing footpath. Upgrade 40m of existing footpath to shared path on northern side of Beech Drive west of Broken Head Road/Beech Drive (south) intersection. Construct 70m of new shared path on northern side of Beech Drive west of shared path upgrade. Construct new crossings on northern, southern and western legs of Broken Head Road/Beech Drive (south) intersection | B | \$166,600 |
| Programmed | SP007 | SP005 | Suffolk Park | Beech Drive | Shared Path | Construct 550m of new shared path on eastern side of Beech Drive. Upgrade 980m of existing footpath to shared path surrounding lake | C | \$819,500 |
| Programmed | SP009 | SP008 | Suffolk Park | Various roads around Suffolk Park | Shared Path | Upgrade 90m of existing footpath between Broken Head Road and Redgum Place. Construct 150m of new shared path east of Beech Drive to existing paths parallel to Pepperbush Street. Construct 65m of new shared path east of existing paths parallel to Pepperbush Street. Upgrade 30m of existing footpath to shared path from Pepperbush Street north to proposed shared path. Upgrade 140m of existing footpath to shared path between Beech Drive, Silky Oak Court and Tamarind Court. Upgrade 150m of existing footpath to shared path between Pepperbush Street, Tamarind Court and Beech Drive | C | \$344,800 |
| Programmed | SP010 | SP007 | Suffolk Park | Dehnga Place | Shared Path | Construct 55m of new shared path on eastern side of Dehnga Place between existing shared paths | C | \$31,800 |
| Programmed | <Null> | SP004 | Suffolk Park | Broken Head Road | On-road separated cycle path | Construct 315m of new on-road separated cycle path (one-way) on western side of Broken Head Road between Beech Drive (north) and The Byron at Byron resort | C | \$95,100 |
| Programmed | <Null> | SP009 | Suffolk Park | Alcorn Street | Mixed traffic | Construct 655m of mixed traffic (cycle street) on Alcorn Street north from Wareham Street | C | \$196,200 |
| Programmed | <Null> | SP010 | Suffolk Park | Alcorn Street | Mixed traffic | Construct 650m of mixed traffic (cycle street) on Alcorn Street between Wareham Street and Clifford Street | C | \$193,200 |
| Programmed | <Null> | SP012 | Suffolk Park | Armstrong Street / Wareham Street | Mixed traffic | Construct 645m of mixed traffic (cycle street) on Armstrong Street between Wareham Street and Clifford Street | C | \$193,800 |
| Completed | SP002 | SP001 | Suffolk Park | Broken Head Road | Shared Path | Construct 60m of new shared path on western side of Broken Head Road south of existing shared path which connects to Redgum Place. Construct new crossing across Broken Head Road outside The Byron at Byron resort. Construct 300m of new shared path on eastern side of Broken Head Road between new crossing at The Byron at Byron and Beech Drive (north) intersection. Upgrade 115m of existing footpath to shared footpath on eastern side of Broken Head Road/Beech Drive (north) intersection | A | \$288,900 |

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| Completed | SP003 | SP002 | Suffolk Park | Broken Head Road | Shared Path | Construct 40m of new shared path on eastern side of Broken Head Road/Beech Drive (south) intersection connecting to existing shared path. Upgrade 35m of existing footpath to shared path on eastern side of Broken Head Road north of existing shared path. Construct 350m of new shared path on eastern side of Broken Head Road south from Beech Drive (north) intersection | A | \$252,500 |
| Programmed | SP002 | <Null> | Suffolk Park | Broken Head Road | Footpath | Construct 60m of new shared path on western side of Broken Head Road south of existing shared path which connects to Redgum Place. Construct new crossing across Broken Head Road outside The Byron at Byron resort. Construct 325m of new footpath on western side of Broken Head Road north of Beech Drive (north) intersection. Construct 300m of new shared path on eastern side of Broken Head Road between new crossing at The Byron at Byron and Beech Drive (north) intersection. Upgrade 115m of existing footpath to shared footpath on eastern side of Broken Head Road/Beech Drive (north) intersection | B | \$405,540 |
| Programmed | SP004 | <Null> | Suffolk Park | Broken Head Road | Footpath | Construct 615m of new footpath on western side of Broken Head Road between Beech Drive roundabout (north) and Beech Drive roundabout (south) | B | \$251,040 |
| Programmed | SP006 | <Null> | Suffolk Park | Clifford Street | Footpath | Construct 415m of new footpath on southern side of Clifford Street between Broken Head Road and Alcorn Street. | B | \$149,760 |
| Programmed | SP008 | <Null> | Suffolk Park | Alcorn Street | Footpath | Construct 1,285m of new footpath on eastern side and 1,230m on western side of Alcorn Street. Construct new crossing on western leg of Alcorn Street/Wareham Street intersection | C | \$921,120 |
| Programmed | SP009 | <Null> | Suffolk Park | Beech Drive | Footpath | Upgrade 90m of existing footpath between Broken Head Road and Redgum Place. Construct 1,250m of new footpath on outer side of Beech Drive between roundabouts with Broken Head Road. Construct 245m of new footpath on inner side of Beech Drive (northern section) between existing paths. Construct 150m of new shared path east of Beech Drive to existing paths parallel to Pepperbush Street. Construct 65m of new shared path east of existing paths parallel to Pepperbush Street. Upgrade 30m of existing footpath to shared path from Lasiandra Close north to proposed shared path. Upgrade 30m of existing footpath to shared path from Pepperbush Street north to proposed shared path. Upgrade 140m of existing footpath to shared path between Beech Drive, Silky Oak Court and Tamarind Court. Upgrade 150m of existing footpath to shared path between Pepperbush Street, Tamarind Court and Beech Drive | C | \$881,200 |

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| Programmed | SP011 | <Null> | Suffolk Park | Wareham Street / Armstrong Street | Footpath | Construct 550m of new footpath on western side of Armstrong Street between Clifford Street and Wareham Street. Construct 220m of new footpath on northern side of Wareham Street between Armstrong Street and Alcorn Street | C | \$276,120 |
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