Deliverables Framework for Multi use of Byron Shire Rail Corridor Study (Bangalow to Yelgun) **EOI Process RFT Process** Inception Meeting Scope definition (including project timetable) Stakeholder Engagement Plan (Communications Panel and to include focus groups to discuss patronage) Site Inspection of Rail Corridor to Accurately Inform Study (Bangalow to Yelgun) **Economic Feasibility Study Multi Use Infrastructure Social Impact Assessment Assessment Report** Scope the project Patronage analysis for rail, cycle and walking: Undertake a community profile, Local residents considering the following; o Residents with car access o The uniqueness of Byron Shire o Residents with no access to car Railway infrastructure Current social context and Regional residents re-instatement study historical trends Patrons using for markets o Demographic data Patrons using for events/festivals o Patronage by those that do not Blues fest site have access to cars Yelgun site o Community impacts of possible o Byron Bay festivals increased tourism to different o Bangalow Festivals townships Walking and cycling o Mullumbimby festivals o Sociability (more opportunities to path infrastructure socialise and connect) Park and Ride – locations and usage by all groups above study o Impact of the Byron Shire and adjoining LGAs using the rail corridor as an integrated transport/leisure/tourism multi modal corridor Cost benefit analysis: Overall multi use Formulate alternatives Environmental Project and estimate the effects infrastructure Decreased car usage Monitoring and mitigating – assessment measures to prevent or reduce o Economic opportunities within corridor and adjoining land Considering: adverse impacts o On townships within the shire (due to goods and services makeup Pinch spots that may change due to additional transport options and patrons Accessibility using these options) Weights of To businesses transport options To residents Speeds and Decreased car usage Decreased car usage required fencing Cycle and walking usage etc. Residential noise o Impact of the Byron Shire and adjoining LGAs using the rail impact corridor as an integrated transport/leisure/tourism multi modal corridor Park and ride establishment Above and below rail costs Funding models Risk management o Loss of rail service due to breakdown etc. **DRAFT Final Report Councillor Presentation (SPW) Final Report**