Moving Byron

Action Plan

DRAFT

Glossary - Internal Stakeholders

BSC Byron Shire Council
GM General Manager Directorate
IS Infrastructure Services Directorate
SEE Sustainable Environment and Economy Directorate
CCS Corporate and Community Services Directorate
ET Executive Team (GM, IS, SEE, CCS)
TIAC Transport and Infrastructure Advisory Committee
PPC Place Planning Collective
PPG Place Planning Groups
RSO Road Safety Officer
TO Transport Officer
AP Access Panel
LTC Local Traffic Committee
WP Working Party

External Stakeholders

TfNSW Transport for New South Wales
DB Destination Byron

Business Chambers
Community
Local MPs

Actions2

Future Direction 1: Lead, engage and partner with all levels of government, the Community and transport planners in the development of a sustainable regional transport network that supports local roads to deliver services to our community.

Desired Outcomes	Policy Focus	Actions	Lead/Key Stakeholders/Timeframe
1. A plan for a sustainable road network that operates efficiently and safely for a diverse range of users over the long term.	1.1 A diversified transport network provides multiple travel options that are connected, accessible and encourage a shift from car dependence to ease demand and financial sustainability pressures on road networks.	1.1.1 Apply strategic principles to transport infrastructure planning that can deliver a transport network that is sustainable and caters for diverse users. • Look beyond business as usual to identify and plan for long term challenges. • Value diversity and adaptability to drive sustainability. • Prioritise people and goods movement ahead of vehicle movement. • Evaluate roads as movement and service corridors that deliver more than car carrying capacity alone. • Engage community as a key resource and have regard for local perspectives. • Ground truth project and transport network assumptions.	BSC, GM, IS, SEE, CCS, ET, TIAC Immediate
		1.1.2 Develop a toolbox of resources that assist Council to manage road networks sustainably and support the Community to shift towards sustainable movement choices.	WP, IS, SEE, CCS, TIAC, PPC Years 1 and 2
		1.1.3 Council to employ a Transport Officer (TO) to support delivery of Moving Byron and assist the community.	BSC, IS, ET Year 1

Desired Outcomes	Policy Focus	Actions	Lead/Key Stakeholders/Timeframe
		1.1.4 This Desired Outcome is supported by the Moving Byron Future Directions: 1. Lead, engage and partner with all levels of government, the Community and transport planners in the development of a sustainable regional transport network that supports local roads to deliver services to our community. 2. Deliver and manage a diversified transport network for Byron Shire that encourages an overall modal shift away from private car use towards active and shared transport choices that make a positive contribution to the amenity, well-being, and sustainability of our communities. 3. Increase public/shared transport use by providing priority infrastructure connected to pedestrian and cycle links and by partnering with transport agencies and providers to improve services. 4. The transport system drives sustainable development where active and public transport are prioritsed and supported by an adaptable planning system. 5. Safe access within movement corridors encourages a shift away from car dependence and supports a diverse range of movement needs in the community. 6. Responding to climate change provides the opportunity to diversify transport infrastructure that promotes environmental and financial sustainability 7. Clarity of process, regular review and funding pathways empower the Community to engage with Council for successful implementation of Moving Byron.	BSC, Community Immediate
	1.2 Understand the full range of social and economic benefits distributed across and delivered within movement corridors to drive sustainable transport planning.	1.2.1 Undertake a program of Corridor Assessments to identify the surrounding access connections, service functions, human movement patterns and emerging challenges within each road corridor.	IS, TIAC, BSC Program delivery from year 2 and as required once criteria agreed.
		1.2.2 Incorporate Corridor Assessments into high level mapping showing the balance of "movement" and "place" features that support this Strategic Direction.	WP, IS, SEE, PPC Year 2 and as required once criteria agreed

Desired Outcomes	Policy Focus	Actions	Lead/Key Stakeholders/Timeframe
		1.2.3 Incorporate Corridor Assessments and Movement and Place Maps into infrastructure and forward development planning.	IS, SEE, PPC As required
	1.3 Recognise the benefits and impacts of regional and national road networks as they intersect with and feed into local road networks.	1.3.1 Deliver priority Corridor Assessments and Integrated Movement Plan for Ewingsdale corridor and M1 intersection of Coastal and Bruxner movement corridors. See Desired Outcome 2.	BSC, IS, SEE, TfNSW Year 2
		1.3.2 Through regular forums, the NRJO and approaches to local MPS, articulate and lead on the need to plan for a rail connection and better public transport links with Southeast Queensland to: • Diversify transport infrastructure within the Coastal Corridor • Better manage demands on local road networks • Connect and promote public transport • Meet the transport needs of locals and visitors	GM, BSC, ET, IS, CCS, local MPs, TfNSW Immediate and ongoing
		1.3.3 Proactively advocate to, and partner with governments, agencies, and key stakeholders for better alignment of federal, state, and local transport infrastructure planning that • Reduces car dependence • delivers a mix of transport infrastructure • Promotes financial sustainability	BSC, IS, GM, CCS, local MPs, TfNSW Immediate and ongoing
	1.4 Actively work to share local perspectives with Transport for NSW (TfNSW), other agencies and community in achieving the Moving Byron Desired Outcomes.	1.4.1 Continue priority discussions with TfNSW to develop a sustainable Movement and Place Strategy for the Ewingsdale Road corridor and M1 interchange.	GM, BSC, ET, IS, SEE, CCS, TfNSW Immediate and ongoing
		1.4.2 Establish a Roundtable of relevant community groups, transport agencies and local government to identify and resolve local and regional transport issues and policy barriers.	BSC, ET, IS, SEE, CCS, TfNSW, COMMUNITY Immediate and ongoing

Desired Outcomes	Policy Focus	Actions	Lead/Key Stakeholders/Timeframe
		1.4.3 Partner with relevant local sustainability groups and businesses to coordinate a 'Big Picture Sustainable Transport Forum' to: • Identify visitor 'product' and opportunities based around sustainable transport. • Develop strategies to promote sustainable transport to visitors. • Consider coordinated marketing program that highlights a sustainable 'way to the Bay'.	SEE, CCS, IS, BSC, DB, Business Chambers, Community. Year 1
	1.5 Travel Demand Management Strategies supports planning for a shift away from car dependence and towards active, shared, and sustainable transport modes.	1.5.1 Target Behavioral Change through helping the community plan their journey with tools that inform sustainable transport choice	IS, CCS, RSO, TO, TIAC, Community On employment of TO
		1.5.2 Develop Travel Demand Management as a toolbox that can assist the community to choose sustainable movement and includes • Travel Demand Management Strategies, • Travel Access Guides, • Travel Plans	IS, CCS, RSO, TIAC, TO Ongoing Resource kit from year 2
		1.5.3 Travel Demand Management is incorporated into assessment for significant developments and activities (such as Events) as well as community-based place and master planning for locations (towns, villages) and hubs (such as schools, retail centres, hinterland bus connector points).	BSC, IS, CCS, SEE, Place planning year 2 Planning assessment 2-5 years as amended DCPs are adopted
	1.6 Road Access and Safety Principles support transport infrastructure that meet a diversity of access needs by providing safe sustainable transport choices and aligns with the national goal of Towards Zero – zero deaths and serious injuries across our transport network.	1.6.1 Create a Road Access and Safety Manual that compiles relevant policies and tools into an accessible resource for Council and the Community.	RSO, IS, TO, CCS, TIAC, Community Year 2
		1.6.2 Acknowledge the Access Panel as key stakeholders and provide opportunities for the Panel to help develop access and safety policies.	CCS, BSC, RSO, TO, AP At AP constitution update
		1.6.3 Incorporate and apply Road Access and Safety Principles (RASPs) into road infrastructure planning, design, delivery and maintenance with particular regards to 'Transition Zones', 'constrained' road segments and vulnerable road users.	BSC, AP, RSO, IS Years 1-2
		1.6.4 Embed Road Access and Safety Manual principles (RASPs) into design protocols	IS, LTC, AP, RSO, TO Years 1-2

Desired Outcomes	Policy Focus	Actions	Lead/Key Stakeholders/Timeframe
		1.6.5 As part of a Road Access and Safety Manual develop a Safe Access on Constrained Hinterland Roads Policy that supports reduction of speed limits for hinterland roads where topography, formation, lack of shoulder, the presence of 'place' features (roadside stalls, rubbish collection, bus stops) and multiple users (cyclists, school buses, pedestrians, contribute to unsafe conditions or act as a deterrent to active movement.	BSC, IS, LTC, RSO, TO Year 2
		1.6.6 As part of a Road Access and Safety Manual, create a Transition Zone Policy that supports reduced speed limits and enhanced active movement.	
2. A priority project to diversify movement, infrastructure and service options in the Ewingsdale Corridor and support sustainable movement and access within Coastal and Bruxner corridors.	2.1 The rail corridor is activated for multi-use that provides expanded active and shared transport options catering to visitors and residents, • reducing car dependence, • reducing growing congestion around the M1 interchange, and • reducing long term reliance on the M1 as the sole conduit for movement in the Coastal Corridor.	2.1.1 Rail corridor activation is supported by the following project components that can be progressed separately • Provide Park-and-Ride facilities conveniently located for visitors, residents, and commuters within the Ewingsdale and Coastal corridors. • Expand public/shared transport priority and options in the road, rail and Coastal corridors. • Ensure pedestrian and cyclist access over the M1 facilitated by upgrading and connecting pathways. • The project is supported by the Moving Byron strategic directions, policy focus and actions outlined in this action plan.	BSC, IS, SEE, CCS, ET, TIAC, Community, TfNSW, local MPs Ongoing
	2.2 Project planning for Multi-Use Rail Corridor activation.	2.2.1 Develop a project timeline and establish a project planning team that can provide regular reports to Strategic Planning Workshops, TIAC and Council.	BSC, IS, ET, TIAC Year 1
		2.2.2 Incorporate project (Desired Outcome 2) into Infrastructure Australia assessment for Ewingsdale Road/M1 priority listing and associated business plans.	IS, TIAC, TfNSW As project progresses
		2.2.3 Complete Corridor Assessments for the Ewingsdale and Coastal corridors.	IS, CCS, ET, BSC, TIAC As guided by Actions 1.4.1, 2.2.1 and 2.2.5

Desired Outcomes	Policy Focus	Actions	Lead/Key Stakeholders/Timeframe
		2.2.4 Quantify long term quadruple bottom line costs of business-as-usual reliance on demand driven expansion of road networks compared to demand managed infrastructure diversification strategies that incorporate Multi-Use Rail Corridor activation as outlined in Moving Byron.	GM, IS, TIAC, ET, BSC Year 2
		2.2.5 In conjunction with TfNSW prepare an Integrated Movement and Place Strategy for the Ewingsdale and Coastal corridors that can include the following: • Reduction in traffic congestion around the M1 and in the Ewingsdale Corridor. • Reduces car dependence. • Active, shared/public transport options that are convenient, connected and address poor links between Brunswick Valley and Byron Bay. • Connected Park and Ride facilities. • Solar Train extensions. • Rail shuttles for commuters, residents and visitors. • Parking management. • Trials of public transport including on demand, express and flexible options. • Appealing experiences for commuters, residents and visitors. • Bus/Transit lanes for Ewingsdale Road. • Align with the Byron Bay and Mullumbimby Masterplans and Movement and Place plans. • Reduction in traffic congestion around the M1 and in the Ewingsdale Corridor.	GM, BSC, IS, SEE, CCS, TfNSW Ongoing
		2.2.6 Prepare a business case for rail corridor options.	GM, BSC, IS, ET, TIAC, TfNSW Year 2 or as guided by Actions 1.4.1, 2.2.1 and 2.2.5
		2.2.7 Proactively engage with state and federal governments to fund project investigations and components.	BSC, IS, GM, CCS, local MPs, State and Federal Ministers Immediate and ongoing
		2.2.8 Canvass and engage with aspirant rail operators.	BSC, GM, IS, TIAC, ET Immediate and ongoing

Future Direction 2: Deliver and manage a diversified transport network for Byron Shire that encourages an overall modal shift away from private car use towards active and shared transport choices that make a positive contribution to the amenity, well-being, and sustainability of our communities.

Desired Outcomes	Policy Focus	Actions	Lead/Key Stakeholders/Timeframe
3. People in Byron Shire choose active movement.	3.1 Prioritise expansion of walking, cycling and active movement network.	3.1.1 Deliver PAMP, Bike Plan and Master Plan priorities.	BSC, IS, SEE, TIAC Ongoing
		3.1.2 Review PAMP, Bike Plan & Master Plans every 4 years to align with Moving Byron directions and prioritise connecting. • Transport hubs, community open spaces and facilities, school communities • Mullumbimby to Brunswick Heads • Bangalow rail corridor east west link • Belongil to Main Beach foreshore • Existing network segments	BSC, IS, SEE, TIAC Every 4 years
		3.1.3 Incorporate priorities in 4 year and 10-year capital works program	BSC, CCS, IS Ongoing
		3.1.4 Leverage funding through grant opportunities.	BSC, IS, CCS, ET Ongoing
	3.2 Road crossings and associated pedestrian networks are connected safe and accessible for mobility scooters, cyclists, and pedestrians.	3.2.1 Continue rollout of priority projects in the Pedestrian Access and Mobility Plan (PAMP).	BSC, IS, CCS, AP, TIAC Ongoing
		3.2.2 Review of PAMP priorities every 4 years to ensure emerging issues can be addressed.	BSC, IS, CCS, AP, RSO, TO, TIAC Every 4 years
		3.2.3 Undertake project with Access Panel, place planning groups and key stakeholders to identify and resolve connectivity, accessibility, and safety issues.	AP, IS, CCS, SEE, PPG, RSO, TO, TIAC Project 1-2 years then ongoing
		3.2.4 Increase funding for PAMP projects by 15% annually in years 1-5 then maintain as a proportion of overall road funding to address backlog and ensure that residents can safety choose active movement.	BSC, IS, CCS, ET, AP Years 1-5
	3.3 Promote the uptake of active transport through providing facilities that make active transport a more enjoyable, safe, and convenient experience.	3.3.1 Develop a supporting facilities priority plan for: • First / last mile connections • End of trip facilities • Shade and on route • Highlight experiential features attractive to visitors, leisure riders and walkers.	IS, TO, PPG, TIAC, Years 2-4
		3.3.2 Identify needs of various active user cohorts (commuter, visitor, leisure, non-work, public transport users etc.) when considering feasibility, priority, and funding models.	CCS, IS, BSC, TIAC, RSO, TO As required

Desired Outcomes	Policy Focus	Actions	Lead/Key Stakeholders/Timeframe
		3.3.3 Actively leverage proposals by linking to State and federally funded projects that align with strategic objectives, desired outcomes and Road Access and Safety Principles (RASP) (i.e., safer roads projects).	IS, CCS, ET, SEE, BSC Ongoing
		3.3.4 Create opportunities to promote benefits of active transport for users in • Road Safety campaigns • Social Media • Way finding signage • CSP and IPR frameworks • Strategic partnerships	RSO, IS, TO, BSC Media, CCS, TIAC Ongoing
4. The transport system supports the local lifestyle and tourism by delivering active, shared, and public transport infrastructure that helps reduce excessive traffic in town centres and neighborhoods.	4.1 Use the Movement and Place Framework to plan shared community places that prioritise people over cars.	4.1.1 Prepare and deliver program of prioritised Movement and Place Plans for key locations that support master plan strategies.	BSC, SEE, PPC, IS, Community Ongoing
		4.1.2 Use Travel Demand Management Strategies to increase use of shared and sustainable transport.	IS, TO, TfNSW, Transport providers, TIAC Ongoing
		4.1.3 Trial 'Car Free Sundays'	TO, IS, CCS Transport providers Ongoing
		4.1.4 Work with market managers to provide priority access for active and shared transport.	TO, IS Markets, Immediate
		4.1.5 Target Behavioral Change through helping the community, tourists, events, and businesses plan journeys with information about sustainable transport choices.	TO, CCS Ongoing
		4.1.6 Facilitate and encourage a shift towards more sustainable transport modes through Council's approvals, planning and certification processes	SEE, IS, BSC, Planners Year 2
	4.2 Parking is managed through effective controls that support Movement and Place Plans and are coordinated with other initiatives such as park and ride.	4.2.1 Consider the role parking management (including Paid Parking and peripheral parking stations on the fringes of townships) can play in funding and supporting active and public transport facilities when developing transport initiatives, activities, and place planning.	IS, TIAC, BSC, PPG Ongoing
		4.2.2 Use Pay Parking systems to encourage commuters to choose preferred transport corridors and transport modes.	IS, BSC, TIAC, LTC, TfNSW Ongoing
		4.2.3 Develop parking management strategies and parking scheme reviews for strategic locations, master plan strategies and activities to identify recommended parking controls and parking stations on fringes of townships to support pedestrianisation of town centres.	IS, SEE, BSC, PPG Ongoing

Desired Outcomes	Policy Focus	Actions	Lead/Key Stakeholders/Timeframe
		4.2.4 Providing targeted infrastructure within parking areas to supporting existing sustainability and accessibility goals within Council, such as, but not limited to: • Net Zero Emission Action Plan • Disability Inclusion and Action Plan	IS, AP, CCS, BSC, TIAC Ongoing
	4.3 Transport infrastructure and services are accessible to all and meet a diverse range of needs and community expectations.	4.3.1 Partner with community organisations (e.g., Social Futures, Neighborhood and Community Centres) and Access Panel to collect data on needs of vulnerable, disadvantaged and transport isolated people.	IS, CCS, AP, Community organisations, Neighborhood Centres Year 1-2
		4.3.2 Ensure accessibility of pedestrian, bike and public transport infrastructure is maximised by central location, connectivity and application of Road Access and Safety Principles (RASP)	IS, PPG, TfNSW, BSC Ongoing

Future Direction 3: Increase public/shared transport use by providing priority infrastructure connected to pedestrian and cycle links and by partnering with transport agencies and providers to improve services.

Desired Outcomes	Policy Focus	Actions	Lead/Key Stakeholders/Timeframe
5. Public transport services across Byron Shire are convenient, regular, and easy to access.	5.1 Investigate and trial of 'smart' transport services and technology in partnership with key stakeholders, such as: transport providers, businesses, events, markets, and government organisations to inform expansion of ongoing services that are convenient, time efficient and connected	5.1.1 Investigate ability to harness existing fleet and school bus operations to expand service options.	Service providers, TfNSW, IS, Immediate
		5.1.2 Design trial/services to address identified poor public transport links between Brunswick Valley and Byron Bay.	IS, CCS, service providers, TfNSW, BSC, TIAC Year 2 onwards
		5.1.3 Prioritise options that can support modal shift within the Ewingsdale and Coastal corridors away from car dependance	IS, service providers, TfNSW, BSC, Ongoing
		5.1.4 Investigate and trial on demand services.	IS, service providers, TfNSW, BSC, Immediate
		5.1.5 Investigate and trial Automated transport services.	IS, service providers, TfNSW, BSC, Immediate
		5.1.6 Consider on rail options, such as, hi rail as part of rail corridor activation.	IS, service providers, TfNSW, BSC, Year 2-5 onwards
		5.1.7 Seek external funding support and/or budget allocation.	IS, CCS, TfNSW, BSC Ongoing
		5.1.8 Trial shuttle services that inform expansion of ongoing services that are convenient, time efficient and connected.	IS, service providers, TfNSW, BSC, Immediate
	5.2 Increase public/shared transport services, patronage, convenience, regularity, and connectivity.	5.2.1 Establish a Sustainable Transport Services Working Group (STSWG) with bus operators, TFNSW, Councillor and community representatives • Expand patronage, existing services and hours of operation. • Develop new routes including hinterland and village connectivity • Make transport information more accessible • Participate in trials • Use digital technology for marketing and service support • Consider ways to capture new market segments e.g., visitors • Recommend priority infrastructure and facilities that support service development • Regularly review public and shared transport services across the shire for, connectivity, convenience, regularity, accessibility, service gaps.	IS, service providers, TfNSW, BSC, Immediate
		5.2.2 Survey community to identify service gaps and undertake route evaluation.	IS, TO, CCS, service providers, TfNSW, BSC, community

Desired Outcomes	Policy Focus	Actions	Lead/Key Stakeholders/Timeframe
			Years 1-2
		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.	IS, CCS service providers, TfNSW, BSC, tourism organisations, TIAC Years 1-2
		5.2.4 Support service development and connectivity by facilitating expansion of car share services including in hinterland locations.	IS, CCS, SEE, service providers, BSC, PPC Ongoing
		5.2.5 Proactively consult transport planners and agencies during future planning and design processes to align transport goals and transport outcomes.	IS, CCS, SEE, Planners, Agencies, TfNSW, BSC
		5.2.6 Understand the movement needs of tourist visitors and opportunities to align services that can cater to experiential, commuter, and other cohorts.	IS, CCS, tourist organisations, BSC,
		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.	IS, BSC service providers, IS Year 1 Priority
		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 Convenient location and access of car, bike and ride share helps to connect public transport with active links and eases the demand on parking.	5.3.1 Expand provision of car, bike and ride share facilities, kiss and ride bays at transport hubs, town centres, villages, and other strategic locations.	IS, SEE, TfNSW, surrounding LGAs, service providers Year 2-5
		5.3.2 Use car, bike and ride share access and facilities as part of parking management strategies.	IS, service providers BSC, PPG Ongoing
		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.	SEE, service providers, BSC Year 2-5
	5.4 Locate transport interchanges adjacent to town centres to facilitate pedestrianisation of town centres.	5.4.1 Consider locations for peripheral transport interchanges within close proximity to but outside of town centres as part of place planning projects.	
		5.4.2 Provide safe, accessible, and convenient transport links between transport interchanges and pedestrianised town centres	

Desired Outcomes	Policy Focus	Actions	Lead/Key Stakeholders/Timeframe
		5.4.3 Provide accessible and convenient parking stations linked to transport interchanges.	
6. Key regional destinations such as Lismore, Tweed Heads, Ballina, and services such as hospitals, airports and universities are readily accessible by shared / public transport from Byron Shire.	6.1 Provide leadership on regional coordination of local government, transport stakeholders and the community in discussions with state government and transport planners.	6.1.1 Deliver regular transport forums with providers, regional trip generators (e.g., airports) to review services and improve links between key regional destinations and Byron Shire destinations.	IS, CCS, BSC, community, service providers, TfNSW, local MPs, TfNSW Annually
		6.1.2 Provide reports focused on regional connections, services and coordinated advocacy through the Northern Rivers Joint Organisation and links with other councils in the Northern Rivers.	GM, IS, NRJO Year 1 and ongoing
		6.1.3 Proactively advocate for collaborative transport planning with state government and increased funding for public transport development.	GM, IS, CCS Immediate and ongoing

Future Direction 4: The transport system drives sustainable development where active and public transport are prioritised and supported by an adaptable system.

Desired Outcomes	Policy Focus	Actions	Lead/Key Stakeholders/Timeframe
7. New development is connected by and easily accessible by active, public, and shared transport.	7.1 Land use planning and development provides priority shared/public transport infrastructure and active links with layouts that promote efficient public transport services.	7.1.1 As opportunities arise, amend LEP clauses and zoning maps informed by adoption or review of • Residential Strategy • Rural Residential Strategy • Business and Industrial Land Use to provide for development patterns that are contained, close to services and affirm sustainable transport choices.	SEE, BSC, planners, community Years 2-5
		7.1.2 Review strategies referred to in 7.1.1 to align with the goal of contained development patterns close to services that affirm sustainable transport choices.	SEE, BSC, IS, planners, community Years 2-5
		7.1.3 Review and amend planning controls to ensure that development can incorporate prioritised, connected, active and public transport infrastructure.	
		7.1.4 Review and amend Development Control Plans (DCPs) to ensure that relevant chapters are better able to provide sustainable design outcomes aligned to LEP zone objectives such as for Zone B2 to 'maximise public transport patronage and encourage walking and cycling'.	
		7.1.5 Review S7.2 Developer Contribution Plans to include public and shared transport infrastructure and development as well as ensure that infrastructure planning is adapted to diversified and sustainable transport outcomes across all asset classes.	

Desired Outcomes	Policy Focus	Actions	Lead/Key Stakeholders/Timeframe
	7.2 Use Planning Controls to design and facilitate a diverse transport network that promotes a shift from car dependence towards sustainable transport choices.	7.2.1 Provide for Travel Demand Management assessments in: • Development Control Plans • Standard conditions • Strategic land use planning including planning proposals • Significant trip generating developments and events • Subdivisions • Place making and master planning for locations	SEE, BSC, IS, planners, community Years 2-5
		7.2.2 Review and amend assessment and planning options to consider the inclusion of local shops / corner store / cafés / playgrounds within neighborhoods that are easily accessible by active movement.	SEE, IS, PPG, BSC Years 2-5
		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	IS, BSC, SEE, TIAC, LTC, RSO, TO Year 2
		7.2.4 Incorporate Corridor Mapping into Development Control Plans, land use strategies and use as a general tool to inform transport and place planning.	

Future Direction 5: Safe access within movement corridors encourages a shift away from car dependence and supports a diverse range of movement needs in the community.

Desired Outcomes	Policy Focus	Actions	Lead/Key Stakeholders/Timeframe
8. Members of the community are able to move safely around Byron Shire	8.1 Hinterland roads are managed to provide safe access for all road users, especially vulnerable road users, while also retaining 'place' characteristics.	8.1.1 Complete Corridor Mapping of hinterland 'trunk' routes to identify 'constrained road' segments and inform Movement and Place Maps.	IS, TIAC, LTC, TO, RSO, Community, AP See 1.2.1
		8.1.2 Establish a Road Safety Officer position to engage the Community in road safety programs, support, and education; support Place Planning; and assist with the delivery of Moving Byron.	IS, BSC, CCS, SEE, TO Community Year 1
		8.1.3 Advocate for review of the NSW Speed Zoning Guidelines so speed reduction is given greater weight as an equitable solution that maximises safe access when applying the Safe Access on Constrained Hinterland Roads Policy.	IS, BSC, LTC, TfNSW, RSO, TO, local MPs Immediate and ongoing
		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.	IS, BSC, TfNSW, RSO, TO Year 2
		8.1.5 Develop a plan of priorities to upgrade convenient movement hubs at hinterland villages, local and regional destinations that identifies funding partners and sources.	IS, BSC, PPC, TfNSW, RSO, TO, Regional LGAs Year 2
		8.1.6 Advocate for upgraded M1 crossing points that provide safer access and safety for pedestrians and cyclists and to promote active movement between coastal and hinterland areas of the Shire.	IS, BSC, LTC, TfNSW, RSO See Action 2.1.4
	8.2 Neighborhoods and Transition Zones along the approaches to town and village centres are lower speed environments.	8.2.1 Create Transition Zone Maps for each town and village to be incorporated in Movement and Place planning where key features are present • Residential precincts • Formal or informal active movement particularly on road approaches to hinterland villages • Schools, bus stops, sports fields, community facilities • Proximity to CBDs and village hubs • Roads that intersect communities	SEE, IS, PPG, BSC, TIAC, AP Years 1-2
		8.2.2 Incorporate Transition Zone Maps into Masterplans and Place Planning.	SEE, IS, PPG, BSC, RSO, TIAC Years 1-2

Desired Outcomes	Policy Focus	Actions	Lead/Key Stakeholders/Timeframe
		8.2.3 As a priority review community request for Transition Zone speed reduction and treatments at: • Lismore Road from Rifle Range Road to village centre, and • Broken Head Road Suffolk Park from Beech Drive North to Village entry point South	SEE, IS, PPG, BSC, TIAC, AP, RSO, Community Year 1 Priority
		8.2.4 Prioritise a Place Planning process for Suffolk Park.	
		8.2.5 Develop an easy-to-use Access Resource Kit to assist neighborhoods to develop their own localized Movement and Place Plans.	SEE, PPG, BSC, IS Year 1 Priority
		8.2.6 Develop Local Area Traffic Management Plans in combination with Place Planning and Movement and Place Studies to create safe and traffic calmed road networks.	SEE, IS, CCS, PPG, BSC, TIAC, AP Year 2

Future Direction 6: Responding to climate change provides the opportunity to diversify transport infrastructure that drives environmental and financial sustainability

Desired Outcomes	Policy Focus	Actions	Lead/Key Stakeholders/Timeframe
9 Byron Shire's transport network is adapted to support and move towards climate sustainability.	9.1 Transport initiatives result in significantly reduced greenhouse gas emissions.	9.1.1 Support community group Zero Emissions Byron to develop a transport sector emissions inventory for Byron Shire.	IS, SEE, BSC, TIAC Years 1-2
		9.1.2 Collaborate with Zero Emissions Byron to develop a transport emissions reduction plan that supports Moving Byron.	IS, SEE, BSC, TIAC, Community Years 1-2
		9.1.3 Implement actions D2, D5 and E4 of Council's Net Zero Emissions Action Plan for Council Operations 2025: • D2 – Conduct Councillor and staff education on carbon monitoring and offsets • D5 – Develop an emissions disclosure framework for Council staff • E4 – Investigate alternative materials for construction of infrastructure.	SEE, IS, BSC, TIAC Years 1-2 ongoing
		9.1.4 Support and incentivise the installation of private and commercial electric vehicle charging stations in the Shire through a variety of methods including amendments to Development Control Plans (DCPs).	IS, BSC, SEE Ongoing
		9.1.5 Investigate support for e-bike charging at Council-owned electric vehicle charging stations.	SEE, IS, PPG, BSC, TIAC Ongoing as identified With future rollout of charging stations
10 Byron Shire's transport network and connecting regional networks are financially sustainable while meeting the movement needs of residents and visitors.	10.1 Recognise that long term financial, social and environmental costs of 'business as usual' approaches to transport infrastructure planning are unsustainable.	10.1.1 Seek to maintain levels of service on road networks and extend expansion intervals by implementing Moving Byron, reducing car dependence, and diversifying movement infrastructure and services.	IS, BSC, TIAC, TfNSW Community All Actions
		10.1.2 Apply the strategic principles referred to in action 1.1.1 to transport infrastructure planning.	BSC, IS, TIAC, PPG Immediate onwards
		10.1.3 Develop a community engagement plan to help people understand the full costs and benefits of their travel choices, allowing people to make informed decisions. Refer to Policy Focus 1.5.	IS, CCS, RSO, TO, TIAC Year 2
		10.2.1 Articulate Regional priorities.	BSC, IS, GM, TIAC, Immediate ongoing

Desired Outcomes	Policy Focus	Actions	Lead/Key Stakeholders/Timeframe
	10.2 Transport network investment and maintenance supports the Moving Byron strategy.	10.2.2 Strengthen partnerships with State and Federal agencies and actively seek funding support.	BSC, IS TfNSW, Agencies Immediate ongoing
		10.2.3 Harness parking fees as an important revenue source to fund capital works and maintenance.	BSC, IS, CCS Immediate ongoing
		10.2.4 Identify opportunities to hand infrastructure back to state government.	BSC, IS Ongoing
		10.2.5 Build a framework for selecting projects for delivery consistent with Moving Byron Future Directions that considers long term financial, environmental and climate sustainability	IS, TIAC, CCS, BSC Years 1-2
		10.2.6 Develop a method for monitoring and evaluating project performance against Moving Byron Future Directions.	BSC, IS, TIAC Years 1-2
		10.2.7 Build partnerships and work with technology providers and innovators to expand knowledge and identify opportunities.	BSC, IS, ET Ongoing
		10.2.8 Consider adopting a Smart Byron framework for leveraging new technologies and approaches to sustainable infrastructure management.	BSC, IS, ET, TIAC Years 1-2

Future Direction 7: Clarity of process, regular review and funding pathways empower the Community to engage with Council for successful implementation of Moving Byron.

Desired Outcomes	Policy Focus	Actions	Lead/Key Stakeholders/Timeframe
11. Council delivers Moving Byron.	11.1 Co-ordinated action helps Council build capacity to deliver Moving Byron	11.1.1 Create a cross directorate Working Party (WP) to consider and resolve the following in an initial two-year timeframe: • Coordinating shared Moving Byron actions • Development of a shared timeline • Scope and criteria for Corridor Assessments to ensure consistency of use in land use and infrastructure planning • Creation of toolbox of resources for place and infrastructure planning • Identify data collection and research priorities • Harmonise technical and planning approaches • Review of planning instruments for exhibition	BSC, IS, ET, SEE, CCS, Year 1
		11.1.2 Create a Rail Activation Project Team (RAPT) to advance priority project, Desired Outcome 2.	ET, IT, SEE Year 1
		11.1.3 Review TIAC Constitution to: • Ensure strategic focus and early engagement • Include implementation role and plan for moving Byron	IS, TIAC, BSC Year 1
		11.1.4 Review Access Panel constitution to provide role as a 'key stakeholder' for movement and access projects and issues.	CCS, IS, SEE, AP Year 1
		11.1.5 Working Party (11.1.1) to encourage greater collaboration between TfNSW, BSC and relevant transport providers / services.	BSC
	11.2 Early and ongoing engagement with the community and stakeholders.	11.2.1 Involve the community and key stakeholders in decision making through use of Project Reference Groups, citizen juries and deliberative democracy.	IS, CCS, ET, TIAC, BSC Ongoing as required
		11.2.2 Establish a Moving Byron Bounce Group that can provide high level advice on direction and projects.	IS, CCS, ET Year 1
		11.2.3 Council to initiate an annual Transport Forum for community and stakeholders that focuses on active and public transport issues and needs.	IS, CCS, ET Annually from Year 1

		11.2.4 Establish Moving Byron landing page on BSC website to include: • Moving Byron • Fact sheets • Transport information • Reports, studies, and other useful resources • portal for engagement	IS, CCS, BSC Media
	11.3 Regular reporting and reviews keep the community informed and projects on track.	11.3.1 Council to receive reports on progress of Moving Byron: • TIAC meetings and recommendations. • Annual reports showing progress of Moving Byron Actions. Reports on major projects and issues as required.	IS, CCS, ET, TIAC Annually and as required
		11.3.2 Review of projects and actions to be undertaken as part of budget, Operational Plan and Community Strategic Plan processes.	CCS, IS, BSC, TfNSW At review points
		11.3.3 A five-year progress review be undertaken to identify possible improvement to Moving Byron that can better achieve outcomes aligned to the Future Directions.	IS, ET, BSC Year 5
	11.4 Priority funding	11.4.1 Create budget allocations to support the Rail Activation Project Team (RAPT) and Working Party (WP).	IS, CCS, ET Year 1
		11.4.2 Provide a project development budget for priority project Desired Outcome 2	IS, CCS, ET Year 1
		11.4.3 The following actions nominated as 'priority' be considered for budget allocations in year 1 • 5.2.9 Jonson Street Bus Bay • Bangalow and Suffolk Park 'transition zone' reviews. • Place Planning for Suffolk Park • Creation of staff positions: Road Safety Officer and Transport Officer	IS, CCS, ET, BSC, PPG