

Report No. 4.5 **Development of a Shire-wide Transport Strategy**
Directorate: Infrastructure Services
Report Author: Daniel Strzina, Project Engineer
File No: I2019/80

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Summary:

10 The first iteration of this report was delivered to the Committee at their meeting on 15 November 2018. Due to a lack of quorum, no recommendations were made. This iteration includes notes generated during the last meeting and an update on the RFQ process.

The purpose of this report is to:-

- 15 • Provide background information on the development of a Shire-wide Transport Strategy;
- Summarise the outcomes of the first two TIAC workshops on the development of the Shire-wide Transport Strategy, held on 20 April 2018 and 22 June 2018; and
- 20 • Identify any useful existing strategies developed by other Councils, regional bodies and other sources of information for TIAC to continue to workshop the development of the Shire-wide Transport Strategy.
- Recommend the engagement of a specialist consultant to build upon and complete the Shire-wide Transport Strategy.

RECOMMENDATION:

1. **That the Committee recommend to Council the following sections of a Shire-wide Transport Strategy:-**
 - **Scope and context**
 - **Vision**
 - **Principles**
 - **Issues and challenges**

2. **That the Committee review the following sections of a Shire-wide Transport Strategy and develop recommendations to Council for:-**
 - **Targets and desired outcomes**
 - **Key actions to achieve objectives**
 - **Community and stakeholder engagement**

4. **That an RFQ be issued for the engagement of a specialist consultant to undertake the preparation of the Shire-wide Transport Strategy, using the outcomes of Workshops and meetings to date as a foundation for the development of the Strategy.**

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REPORT**Notes from Previous Meeting (15 November 2018)**

Report No. 4.4 Development of a Shire-wide Transport Strategy
File No: I2018/2035

Notes:

1. That an RFQ be prepared and issued for the engagement of a specialist consultant to undertake the preparation of the Shire-wide Transport Strategy, using the outcomes of Workshops and meetings to date as a foundation for the development of the Strategy.
2. These outcomes include the Committee's recommendations:-
 - a. that the Strategy include the following sections
 - i. Scope and context
 - ii. Vision
 - iii. Principles
 - iv. Issues and challenges
 - b. The finalised sections for
 - i. Targets and desired outcomes
 - ii. Key actions to achieve objectives
 - c. The draft section for
 - i. Community and stakeholder engagement

5 **BUSINESS ARISING:**

1. Climate Change Emergency Motion discussed; central focus that bring together all policies.
2. Item from Sapoty Brooke: IBCC Report:
 - a) Transport has a huge impact on climate change, Council to encourage share transport, electric public transport, electric bikes, charging stations. Council should consider impact on climate with all his actions for example building new roads, buildings etc.
 - b) Council to make sure that climate change is not just a sentence in the strategy but consider real actions. Local Government to provide incentives programs.
 - c) The sustainability of the company to be considered while going for tender for Transport Strategy.
 - d) Council should establish targets for electric vehicles in the shire for example 50% electric vehicles by 2020.

Update

An RFQ has been prepared for the engagement of a specialist consultant to undertake the preparation of the Shire-wide Transport Strategy, using the outcomes of Workshops and meetings to date as a foundation for the development of the Strategy.

The following sections of this report up to 'Strategic Considerations' are as per the first iteration of this report.

Background

The previously considered reports referred to in the following pages contain information significant to the progression and development of a Shire-wide Transport Strategy. As such, they have been summarised in this section for reference and guidance moving forward.

Council, at its meeting of 10 October 2016, resolved in support of the 16 August 2016 Transport Advisory Committee (TrAC) recommendation as follows:-

Resolution 16-516

Report No. 5.1 Development of a Shire-wide Transport Strategy

File No: I2016/884

Committee Recommendation 5.1.1

1. *That the Committee develop a Shire-wide Transport Strategy which includes:*

a) *CONTEXT to include consideration of:*

- *congestion*
- *high tourist numbers*
- *lack of local public transport connectivity and regional integration*
- *high carbon emissions*
- *safety*
- *high costs of running private vehicles*
- *road condition and the cost of maintenance*
- *demographics – (difficult for people who can't drive or don't have a licence)*
- *access - mobility*
- *lack of cycleway connectivity*
- *lack of connectivity in general*
- *poor location of services – making them more distant than they could otherwise be*
- *high growth area – need to plan for future*
- *transport costs to community from planning and commercial decisions*
- *impact of future technological and social developments*

b) *OBJECTIVES to include consideration of:*

- *reduce the need for and/or dependency on private motor vehicle trips*
- *improve public transport*
- *support community transport*
- *increase the bike network and/or use*
- *improve pedestrian and residential amenity*
- *support advocacy, partnerships and/or community involvement*
- *improve road user safety*
- *improve integration and regional connectivity*
- *support climate change adaptation and mitigation*
- *further defining and obtaining of these objectives will be the role of the proposed transport strategy*
- *support of each objective can be sought via relevant Council instruction through available mechanisms regarding any proposed and/or existing activity, all of which will be explored via development of the proposed transport strategy that will be guided by Council's vision.*

c) *ACTIONS to include the consideration of:*

- *understanding user experience – feedback, surveys*
- *develop priorities from user feedback, eg improve user experience by means of improved bus shelters, safer road crossings, shorter travel times, for example*
- *develop measurement methods for baseline and future actions*
- *integrated land use planning*

2. *That a draft strategy commence with a review of relevant local, state and federal programs, plans and strategies in efforts to identify funding and partnership opportunities.*

3. That Council note staff will apply by 9 September 2016 to meet the RMS Active Transport Funding deadline and it will include seeking 2017/18 funding for the revision of Council's bike plan and PAMP. (Richardson/Hunter)

TIAC at its meeting on 15 March 2018 considered a report on Development of a Shire-wide Transport Strategy (File No: I2018/411) that sought to establish a process to move forward with to develop a Shire-wide Transport Strategy with reference to resolution 16-516 as the basis of the framework for the strategy. Committee recommendations were adopted by Council, who resolved as follows:

Resolution 18-251

Resolved that Council adopt the following Committee Recommendation(s):

Report No. 4.5 Development of a Shire-wide Transport Strategy

File No: I2018/411

Committee Recommendation 4.5.1

1. That the Committee have an extraordinary meeting in April 2018 to workshop the development of Shire-wide Transport Strategy.
2. That a report be prepared for TIAC that identify any useful existing strategies developed by other councils, regional bodies and other sources of information.
3. That the Committee members be encourage to research and share ideas (Richardson/Cameron)

At its extraordinary meeting on 20 April 2018, TIAC considered a report in accordance with point 2 of the above resolution (File No: I2018/685) and conducted a workshop on the development of a Shire-wide Transport Strategy. Committee recommendations were adopted by Council, who resolved as follows:

Resolution 18-305

Resolved that Council adopt the following Committee Recommendation(s):

Report No. 4.1 Development of a Shire-wide Transport Strategy

File No: I2018/685

Committee Recommendation 4.1.1

That Council note that the Committee develop recommendations to Council for the following sections of a Shire-wide Transport Strategy:

- Scope and context
- Vision
- Principles
- Issues and challenges
- Targets and desired outcomes
- Key actions to achieve objectives
- Community and stakeholder engagement (Richardson/Cameron)

Report

During the first Transport Strategy workshop on 20 April 2018, the following points were initially raised:

- The Shire-wide Transport Strategy will be an overarching, policy-level strategic document that will act at high level to guide how Council proceeds with funding.
- It will be a mechanism by which to support projects and initiatives.
- It will inform other Council plans and strategies.
- It will contain a hierarchy of principles, prioritised by the community.
- Community involvement will be critical to making this an integral document.
- A desired outcome is that it will become a consensus document; high quality data and research to ensure that it is effective in influencing Council.

A discussion was had regarding the potential to engage a consultant to undertake the preparation of the Shire-wide Transport Strategy. It was concluded that a more efficient and cost effective approach would be to workshop the subject matter so as to define the content prior to engaging a consultant.

As such, examples of existing local council Transport Strategies were tabled for analysis. The Committee proceeded to workshop the deliverables outlined in Resolution 18-305. The outcomes of this process are detailed in the following section of this report.

Two strategies that were of interest due to the relevance of their content were Noosa's Transport Strategy (2017) and Hobsons Bay's Integrated Transport Strategy (2017).

1. Outcomes of the 1st Transport Strategy Workshop (for adoption)

The following agreed outcomes are listed below and in the attached working document for adoption during the ordinary meeting of 15 November 2018.

- *Italics* indicate sections or ideas that have been directly referenced from the original documents with little or no amendment.
- **Red text** indicates additions or amendments made during workshop 2.

Transport Strategy Scope and Context

1. Shire-wide.
2. Regional links.
3. **Interregional and interstate links and influences (border, airports, freight, etc.)**
4. Inform future transport use.
5. Write flexibility into strategy.
6. Consider technological change (drones, autonomous vehicles, electric vehicles, etc.).
7. Consider demographical change.
8. 40 year strategy.
9. Review frequency: 3-5 years?

Vision

An integrated, innovative and equitable transport system, providing a range of sustainable, efficient, accessible and safe ways for people and goods to reach their destination.

Purpose

1. *Purpose of document is to inform Council on how to implement the vision.*
2. *Integrate with existing and future planning documents.*
3. *Ensure infrastructure projects satisfy strategic goals.*
4. *Support funding applications and opportunities.*
5. *Support and promote general health and wellbeing.*
6. *Cultivate environmental stewardship.*
7. *Foster economic growth.*
8. *Encourage change in modes.*
9. *To coordinate with other Councils across the region.*
10. *How does the document get used? Framework to be developed.*

Principles

1. *Encourage transport options that meet the needs of both locals and visitors.*
2. *Prioritise our focus on moving people and goods rather than moving cars.*
3. *Provide infrastructure and services that are designed to give priority to pedestrians, cyclists, scooters and public transport over private cars.*
4. *Improve **and promote** the safety and amenity of pedestrians, cyclists and vulnerable road users in our transport infrastructure. (**safety amenities vs behaviour**)*
5. *Address peak time traffic congestion by reducing traffic rather than increasing road capacity.*
6. *Take advantage of changes in transportation technology.*
7. *Align transport options and usage with Council's Emission Reduction Strategy.*
8. *Design for, encourage and facilitate transport options that reduce the emissions produced by our community.*
9. *Recognise the need for transport options in rural areas and evoke a sense of equity within transport planning.*
10. *Integration – Strengthen connections between different forms of transport, land use and transport planning, and to regional and metropolitan networks.*
11. *Equity – Support a range of accessible and affordable transport options for all people, neighbourhoods and future generations.*
12. *Efficiency – Build a more reliable and effective transport system that supports skills development, business and employment growth and provides competitive alternatives to private car travel.*
13. *Encourage the use of ride sharing and car sharing services.*
14. *Encourage active transport and healthy transport options.*
15. *Promote behavioural change to improve safety.*

Challenges and Opportunities

1. *Number of visitors.*
2. *Congestion at peak times.*
3. *Car dependence.*
 - *Sedentary issue.*
 - *Love affair with cars.*
 - *Fossil fuel and associated financial, environmental and sociological costs.*
 - *On demand transport.*
4. *Topography and climate.*
5. *Funding.*
6. *Shortfalls in services and infrastructure.*
7. *Public transport.*
 - *Affordability*
 - *Frequency*
 - *Coverage*
 - *Connectivity*

8. Regional, state and federal transport planning, including funding.
9. Demographics (large proportions of younger and older residents in Byron Shire).
10. Lack of population density due to the rural nature of Byron Shire.

11. *Disruptive technology.*

12. *Distinguish differences between different sets of users (e.g. tourist, leisure, resident, commuter, commercial) and their different needs.*

13. *Internet as a way to avoid unnecessary transport.*

14. *Support of high speed broadband.*

Population Dispersal Discussion

It was highlighted during the workshop that the primary distributors in Byron Shire (Pacific Hwy running North-South and Bangalow/Lismore Rd running East-West) present opportunities to be taken advantage of in preparing the Shire-wide Transport Strategy.

- *Different sets of users (e.g. tourist, resident, commuter, business) have different needs.*
- *Acknowledge that there are different patterns (mapping and demand) for different users.*
- *Behavioural aspects must be addressed for safety – e.g. dropping kids at school.*

2. Outcomes of the 2nd Transport Strategy Workshop (for review)

The following outcomes are listed below and in the attached working document for review during the ordinary meeting of 15 November 2018. This section contains excerpts from existing relevant local council Transport Strategies (in *italics* or as images), collated for the purposes of continuing to workshop the development of the Shire-wide Transport Strategy. The full excerpts are available as appendices to the attached working document.

- *Italics* indicate sections or ideas that have been directly referenced from the original documents with little or no amendment.
- *Red text* indicates additions or amendments made during workshop 2.
- **Highlighted text** indicates where review or further work is needed.

1. Targets and desired outcomes

a) Noosa Transport Strategy (2017, page 7).

1. *Residents and workers of ~~Noosa~~ **Byron** Shire are able to go about their everyday business without having to be reliant on private vehicles.*

2. *The transport network is designed to facilitate and encourage an overall modal shift away from private car use towards more sustainable transport modes including walking, cycling, public transport, electric vehicles and motor scooters/cycles.*

Points 1&2 summarise to: Reduce impact and reliance on Transport Infrastructure.

3. *The transport system supports the preferred pattern of development including the local centres hierarchy, and is consistent with our planning scheme.*

Point 3 – add bike friendly and pedestrian friendly schemes.

Note: Ask Shannon Burt's staff to help us to develop this document and invite for the next meeting. E.g. SEE planner to discuss future planning DEP/LEP.

4. *Key regional destinations such as hospitals, airports and universities are readily accessible by public transport from ~~Noosa~~ **Byron** Shire. **Point 4 OK.***

5. All schools are safely and conveniently accessible by walking, cycling and public transport. **Point 5 OK.**

6. Parking is closely managed through effective controls. **Point 6 OK.**

7. There has been a change in behaviour by people in Noosa with a reduction in the number choosing to drive and park cars in congested coastal areas. **Point 7 OK.**

8. Park-and-Ride facilities have been provided to assist with managing visitor travel demand where supported by transport services. **Point 8 OK.**

9. The transport system supports the local lifestyle and also tourism by delivering both active and public transport infrastructure that meets the needs of locals and visitors. **Point 9 OK.**

10. Local public transport routes offer efficient and frequent services. **Point 10 OK – frequency, connectivity etc. Include reference to regional and interregional networks.**

NEW: Transport movement associated with events in line with strategies principles. Apply DTA standards.

NEW: Vehicles being flexible to meet emission targets.

NEW: On demand public transport including driverless vehicles.

NEW: Provision of multimodal HUBs with accessible infrastructure footpaths.

11. Road crossings and associated pedestrian networks are safe and accessible for mobility scooters, cyclists and pedestrians.

12. The community at all levels is educated about the costs and benefits of their travel choices, allowing people to make informed decisions.

13. Alternative transport is cost effective for users and providers as compared with private car use.

14. New technologies are being used in our transport solutions.

15. Transport initiatives result in significantly reduced greenhouse gas emissions.

Note: Combine Points 14 and 15 together.

NEW: Add point about the Electrification of transport and provision of renewable energy to match the growth.

b) Hobsons Bay Integrated Transport Plan (2017, page 24-35).

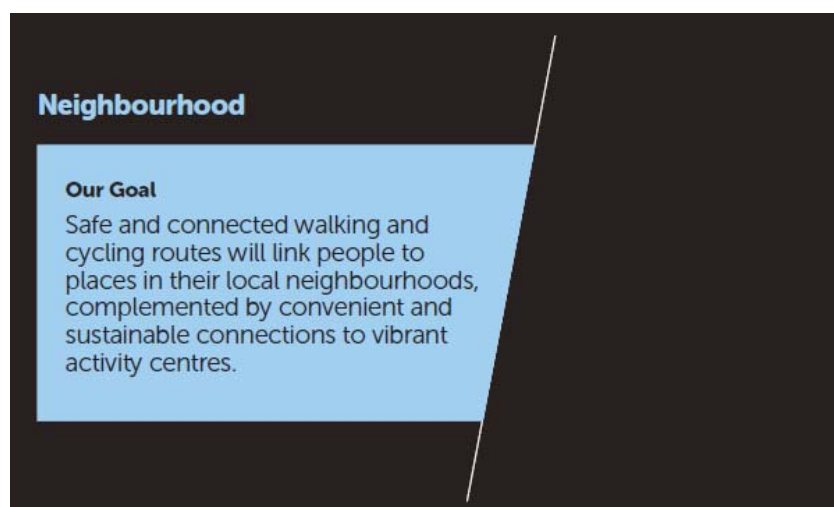
	Neighbourhood	Regional
Examples of key destinations	Shops, schools, parks, doctors, libraries, work	University, TAFE, hospitals, medical specialists, major shopping centres, entertainment arenas, work, freight networks
Typical travel time and distance	Shorter	Longer
Typical sustainable travel options	Walking, cycling, bus, bike share	Cycling, bus, train, car share, electric bikes, electric vehicles
Primary planning factors	People and place	Vehicles and movement
Common issues	Footpath connections, managing parking demand, limited bus services	Arterial road congestion, limited train services, on-road cycling conditions, conflicts between modes
Council's typical role	More direct, e.g. deliver and maintain infrastructure	Less direct, e.g. advocate to Victorian Government, regional planning
Our goal	Safe and connected walking and cycling routes will link people to places in their local neighbourhoods, complemented by convenient and sustainable connections to vibrant activity centres.	Convenient, safe and sustainable connections between neighbourhoods and to regional destinations will generate more efficient movement of people and goods, attracting and providing links to jobs, services, industry and recreational activities.

Typical sustainable travel options (Neighbourhood): Add car share/car pool and EV.

- 5 Common issues (Regional): Connection issues - add reference to integration. Also add point about cycling facilities, footpath connections, and cycleway connections.

Council's typical role: What we do is beyond the advocacy, policy support etc.

- 10 Typical sustainable travel options: Electrification of transport – encouraging it – add point (we have already charging station).



“Vibrant Activity Centres”

Strategic directions

To achieve our goal, Council will:

1. Deliver and advocate for safe, connected and accessible **walking and cycling infrastructure**
2. Deliver and support **behaviour change and community education initiatives** to promote road and shared trail safety and encourage mode shift toward sustainable transport options
3. Deliver and support **urban design, land use planning and place making projects** to encourage more innovative, engaging and easily navigable places, streetscapes, developments and transport hubs
4. Encourage **development** in areas with convenient access to sustainable transport, and ensure that the impact on transport networks is appropriately identified, addressed and monitored
5. Prioritise an **integrated approach to car parking**, underpinned by regular monitoring of capacity and usage, responsible and sustainable provision, progressive and flexible permit and restriction systems, and consistent and equitable enforcement
6. Develop safe, connected and efficient **routes for all local road users**, including cyclists and pedestrians, supported by related advocacy, planning and infrastructure projects

Consider/include points on the following:

- Tourism and management.
- Rail corridor investigation – it is beyond advocacy.
- Carshare/carpool.
- Electrification of transport.

5

Regional

Our Goal

Convenient, safe and sustainable connections between neighbourhoods and to regional destinations will generate more efficient movement of people and goods, attracting and providing links to jobs, services, industry and recreational activities.

Strategic directions

To achieve our goal, Council will:

1. Deliver and advocate for safe, connected and accessible **walking and cycling infrastructure**
2. Deliver and support **behaviour change and community education initiatives** to promote road and shared trail safety and encourage mode shift toward sustainable transport options
3. Deliver and support **urban design, land use planning and place making projects** to encourage more innovative, engaging and easily navigable places, streetscapes, developments and transport hubs
4. Encourage **development** in areas with convenient access to sustainable transport, and ensure that the impact on transport networks is appropriately identified, addressed and monitored
5. Prioritise an **integrated approach to car parking**, underpinned by regular monitoring of capacity and usage, responsible and sustainable provision, progressive and flexible permit and restriction systems, and consistent and equitable enforcement
6. Develop safe, connected and efficient **routes for all local road users**, including cyclists and pedestrians, supported by related advocacy, planning and infrastructure projects

Consider/include points on the following:

- Provide links to jobs, services, industry and recreational activities.
- Consider Employment Lands Strategy
 - Location Highway vs Ewingsdale road (congestion?)
 - Modal use
 - Distribution HUBs – warehouses in the industrial estate – people buy online
 - Need for distribution centres – click and collect
- Align transport strategy objectives and outcomes with our Community Strategy/Plan

c) Newcastle Transport Strategy (2016, page 27).

Content considered OK, though not as relevant as Noosa, Hobsons Bay.

d) Northern Rivers Regional Transport Plan (2013, page 44).

Not a good source/reference.

Only good recommendation is a consistent and regular town loop service.

2. Key actions to achieve objectives

Note: It was generally agreed that 'Key Actions to Achieve Objectives' are specific and directly related to 'Targets and Desired Outcomes'. As such, these actions should be developed once the desired outcomes have been finalised. It is recommended that this is undertaken by a specialist consultant with the skills and resources to finalise the desired outcomes and propose a suitable set of actions to achieve them.

a) Noosa Transport Strategy (2017, page 12).

Content is generally OK, actions are specific to desired outcomes.

- b) Hobsons Bay Integrated Transport Plan (2017, page 30, 36).

Content is generally OK, actions are specific to desired outcomes.

- c) Newcastle Transport Strategy (2016, page 34-51).

Content is generally OK, actions are specific to desired outcomes.

P10, P11, consider lower speed limits as a safety measure (captured in P12).

A12: Review Contributions Plan to include the design for residential subdivisions.

NEW: Explore possible funding options: State, federal, section 94.

*A17: Reinvestment of paid parking revenues in transport infrastructure
Identify local, regional and interregional freight corridor and access.*

3. Target outcomes of the ordinary meeting of 15 November 2018 (For Development)

For discussion during the ordinary meeting of 15 November 2018:

- Recommendations as to what would be considered suitable community and stakeholder engagement for the development of the Shire-wide Transport Strategy.
- Review of the Path Forward below.

Path Forward

1. Form a Transport Strategy Working Group under the guidance of TIAC to continue to workshop the strategy using a consultant with the goal of finalising recommendations to TIAC then Council in accordance with Resolution 18-305.
2. Invite other skillsets and disciplines to focussed sessions (walking, cycling, public transport, etc.) to assist the Working Group in developing recommendations.
3. Continue to review and consider existing local council Transport Strategies for content and layout.
4. Prepare a document that shows connection into IP&R documents and other internal and external strategies.
5. Research: Scope, context and path forward - Add some graphs about safety, surveys.

4. Recommendation: Engagement of a specialist consultant

It is recommended that an RFQ be prepared and issued for the engagement of a specialist consultant to undertake the further development and preparation of a Shire-wide Transport Strategy using the outcomes above as a foundation for the development of the document.

STRATEGIC CONSIDERATIONS***Community Strategic Plan and Operational Plan***

Objective: 1:	We have infrastructure, transport and services which meet our expectations
Strategy: 1.3:	Support, through partnership, a network of integrated sustainable transport options
Action 1.3a)	Ensure an integrated and accessible transport network (SP)
Activity:	Prepare an Integrated Transport and Movement Plan (ITMP)

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Legal/Statutory/Policy Considerations

There are no negative legal, statutory or policy compliance implications associated with this report.

10 ***Financial Considerations***

Funding of \$75,000 has been allocated to this project as part of the 2018/19 budget, of which there is \$70,712 remaining (as of 8/11/2018).

15 ***Consultation and Engagement***

No consultation or engagement is necessary for this project at this time.