

BYRON BAY TO SUFFOLK PARK CYCLEWAY INVESTIGATION

PRESENTATION TO TIAC

13 FEBRUARY 2018



PRESENTATION CONTENTS

- Project summary
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- Route objectives
- Parking utilisation assessment
- Preferred option concept design
- Preferred option summary
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- Strava heat maps
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PROJECT SUMMARY

September 2017

PSA engaged by Council engaged to review current shared path and on-road cycleways on Bangalow Road and Broken Head Road and provide recommendations on most effective means of completing link

November 2017

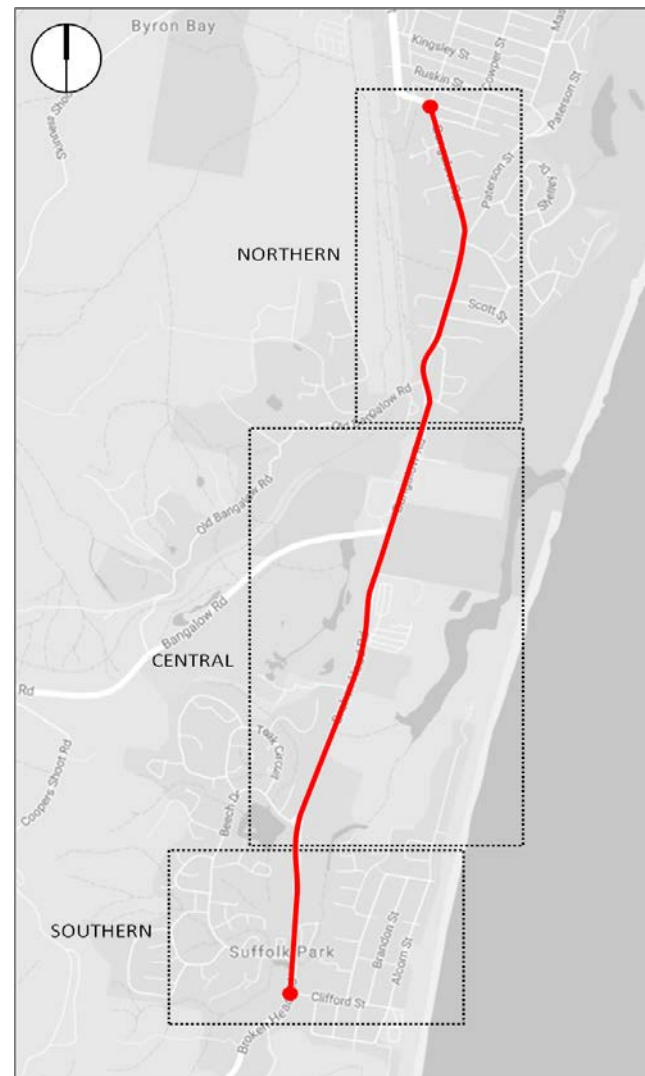
PSA presented four route options to TIAC. TIAC requested that additional investigation of northern section be undertaken. Council undertook parking utilisation assessment

December 2017

TIAC and PSA site walkover of northern section

January 2018

Revised concept design for entire corridor prepared by PSA and submitted to Council



USER PROFILES

School students



- Safe and convenient crossings
- Clear understanding of priority
- Sufficient path width and separation from vehicles
- Connection to school paths

Families



- As above +
- Water stations along corridor
- Continuous route with high quality surfaces

Recreational users



- As above +
- Attractive and pleasant environment
- Connections to key attractors

Tourists



- As above +
- Legible path network
- Convenient, recognisable and easy to understand wayfinding

Confident cyclists



- Direct and efficient route with limited interruptions
- Separation from pedestrians
- Good sightlines and visibility between road users
- Safe and convenient road crossings

ROUTE OBJECTIVES

“To provide a safe, legible and connected walk/cycle corridor between Byron Bay and Suffolk Park”

“To complete missing links and gaps in the existing corridor”

“To connect and facilitate direct access to key attractors and the broader walk and cycle network”

“To increase the convenience and attractiveness of walking and cycling in and between Byron Bay and Suffolk Park”

PARKING UTILISATION ASSESSMENT

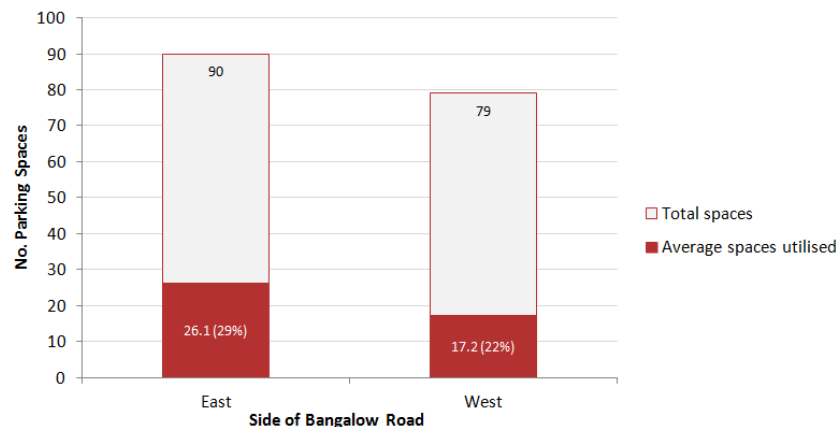
Assessment details

- Northern section only (east and west)
- Wednesday 15th to Sunday 19th November 2017
- 6:30am, 2pm and 7pm
- 11am only on Saturday

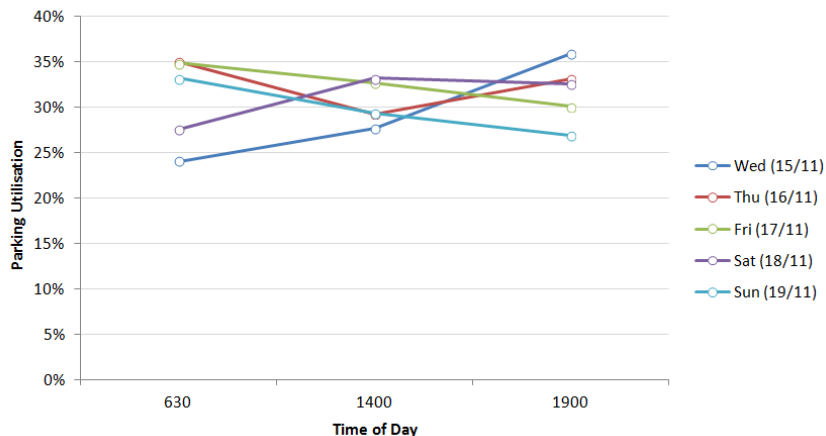
Key findings

- More parking spaces on east
- Low utilisation overall
- Comparatively higher utilisation on east

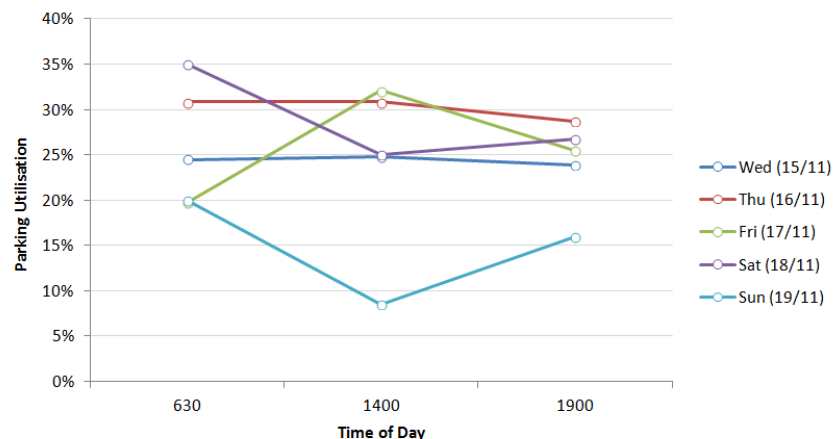
Parking Utilisation



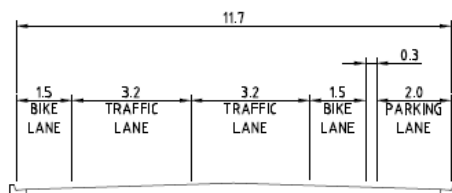
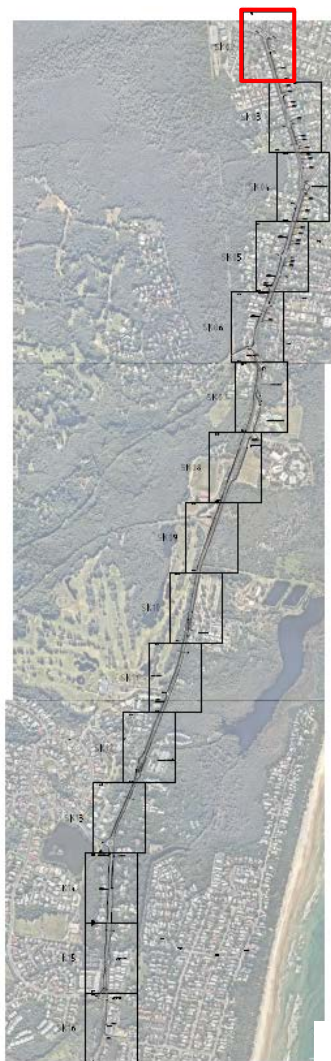
Parking Utilisation by Time of Day - East



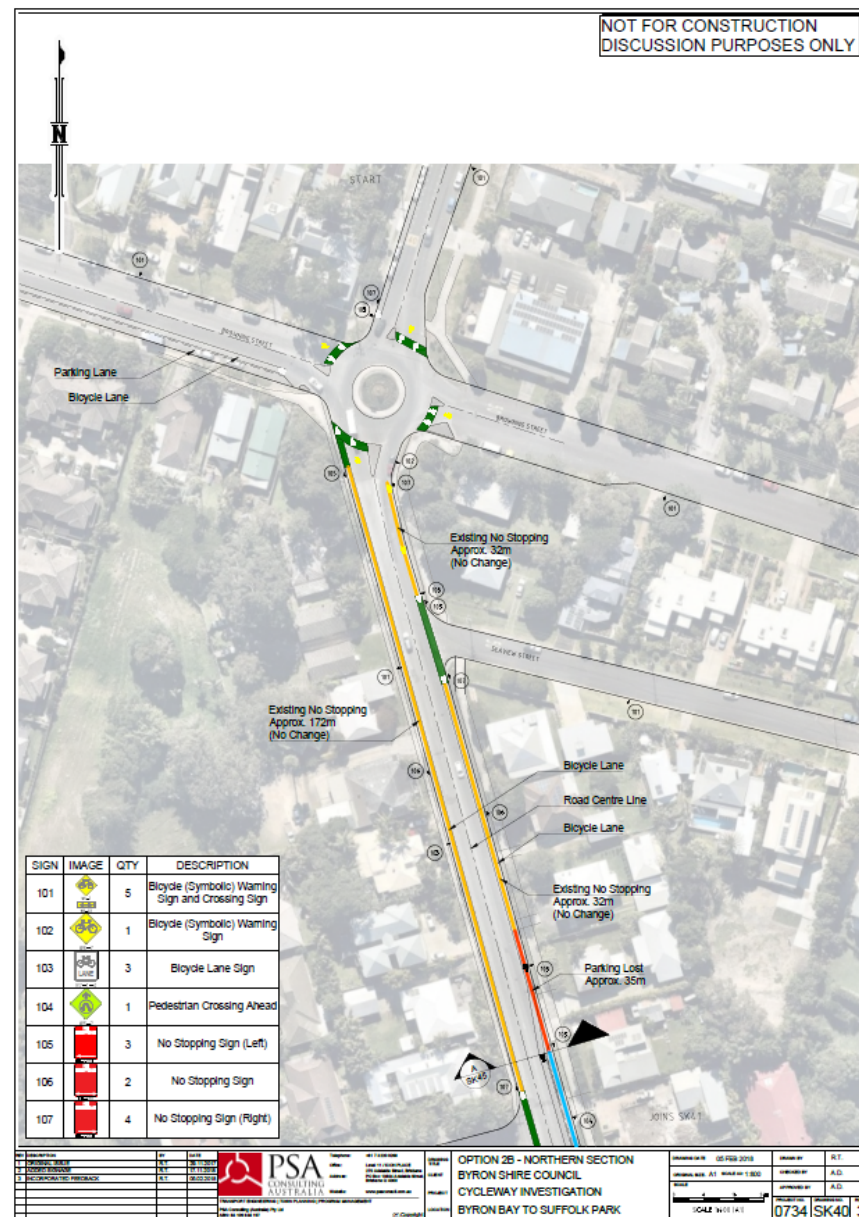
Parking Utilisation by Time of Day - West



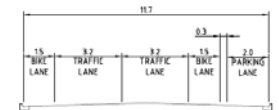
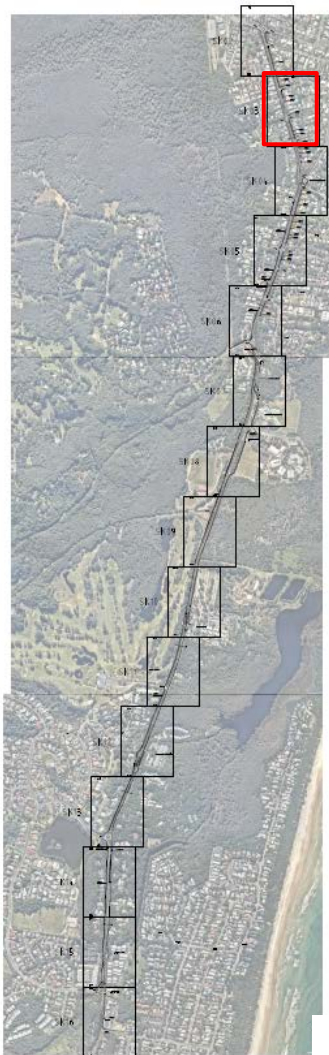
PREFERRED OPTION CONCEPT DESIGN - NORTHERN



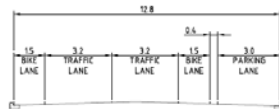
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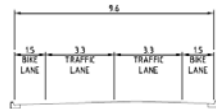
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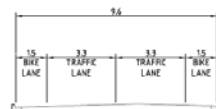
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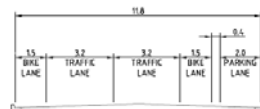
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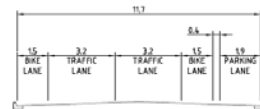
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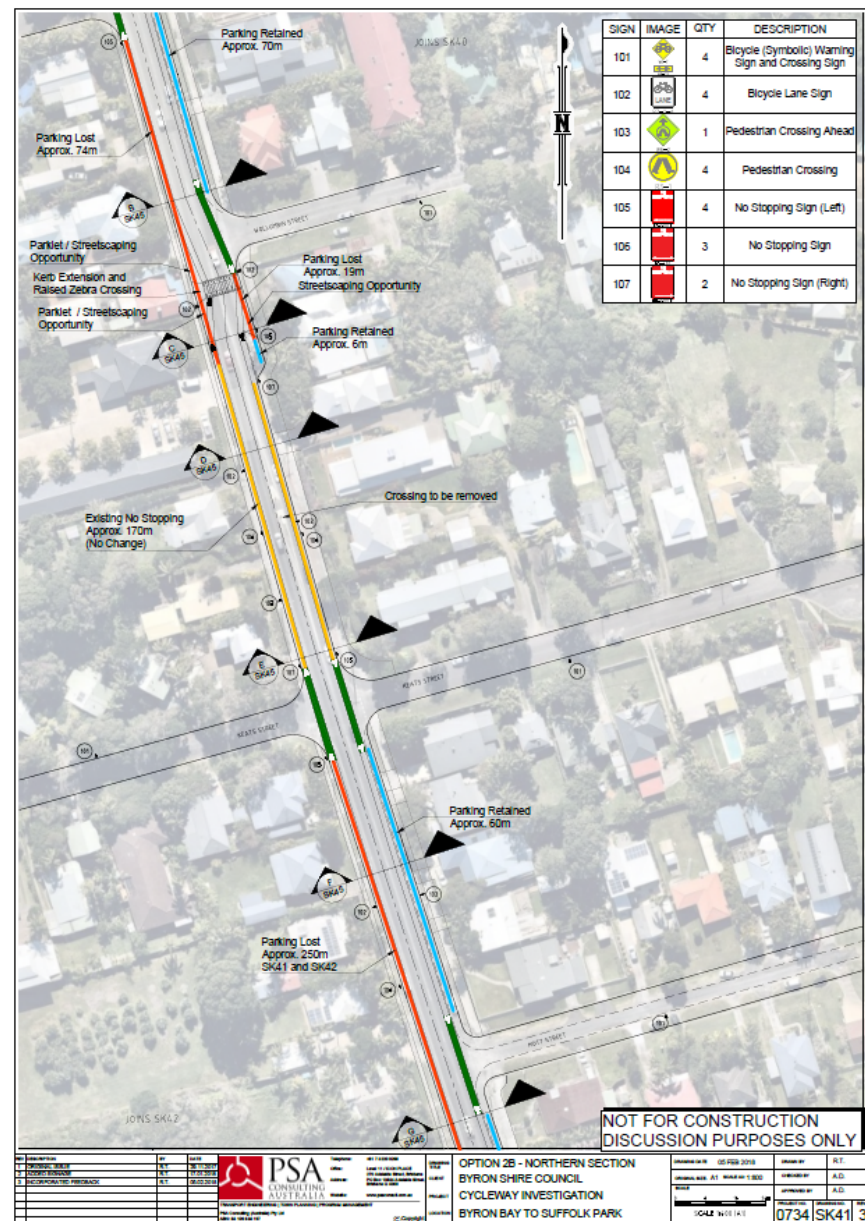
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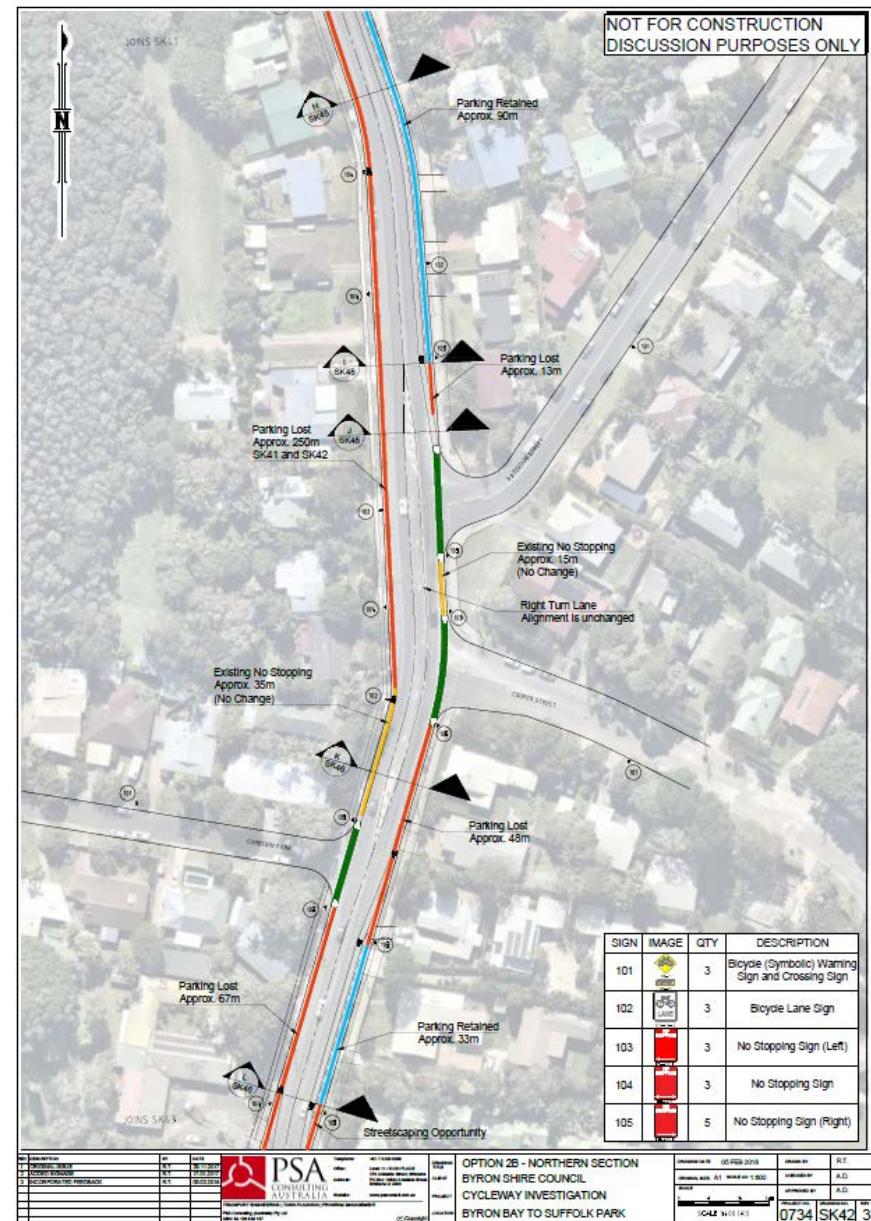
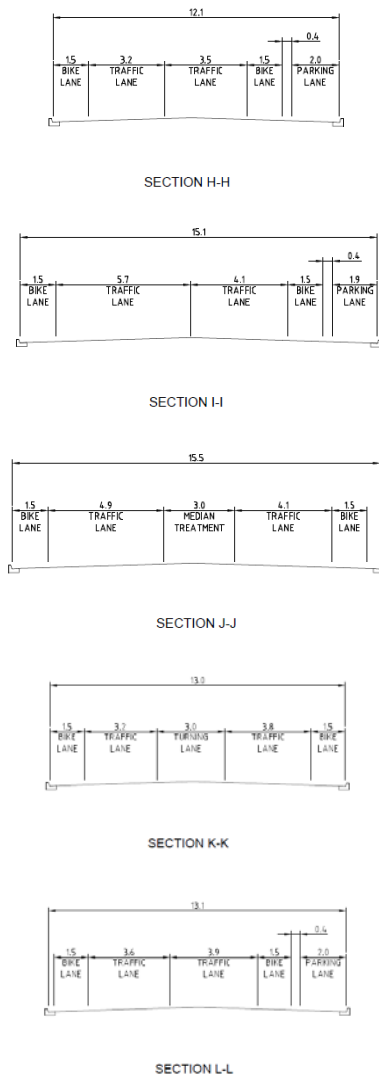
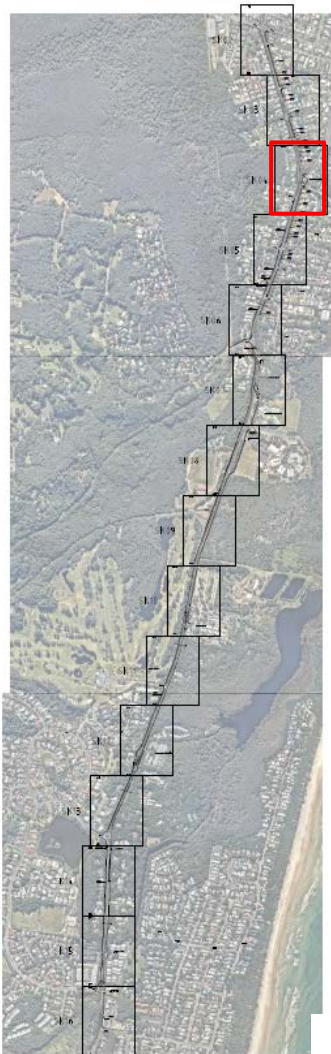
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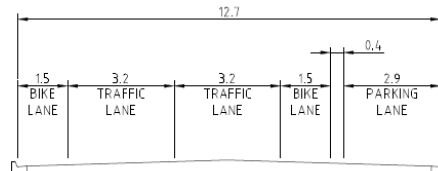
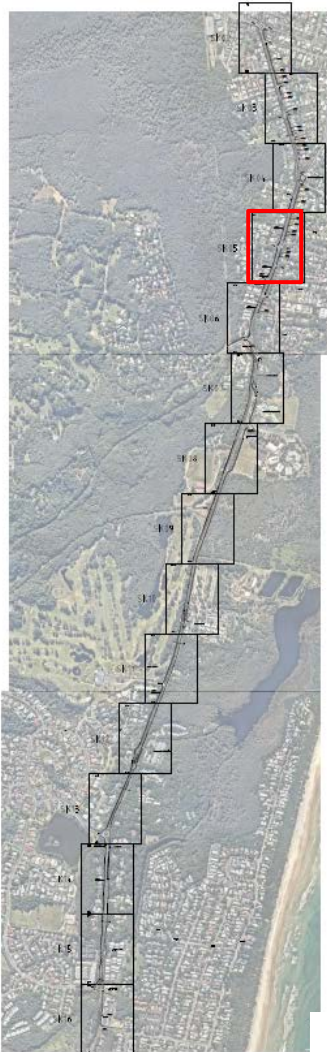
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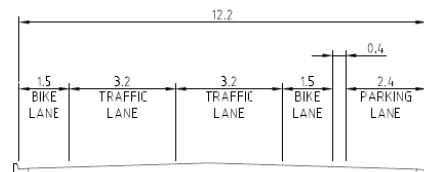
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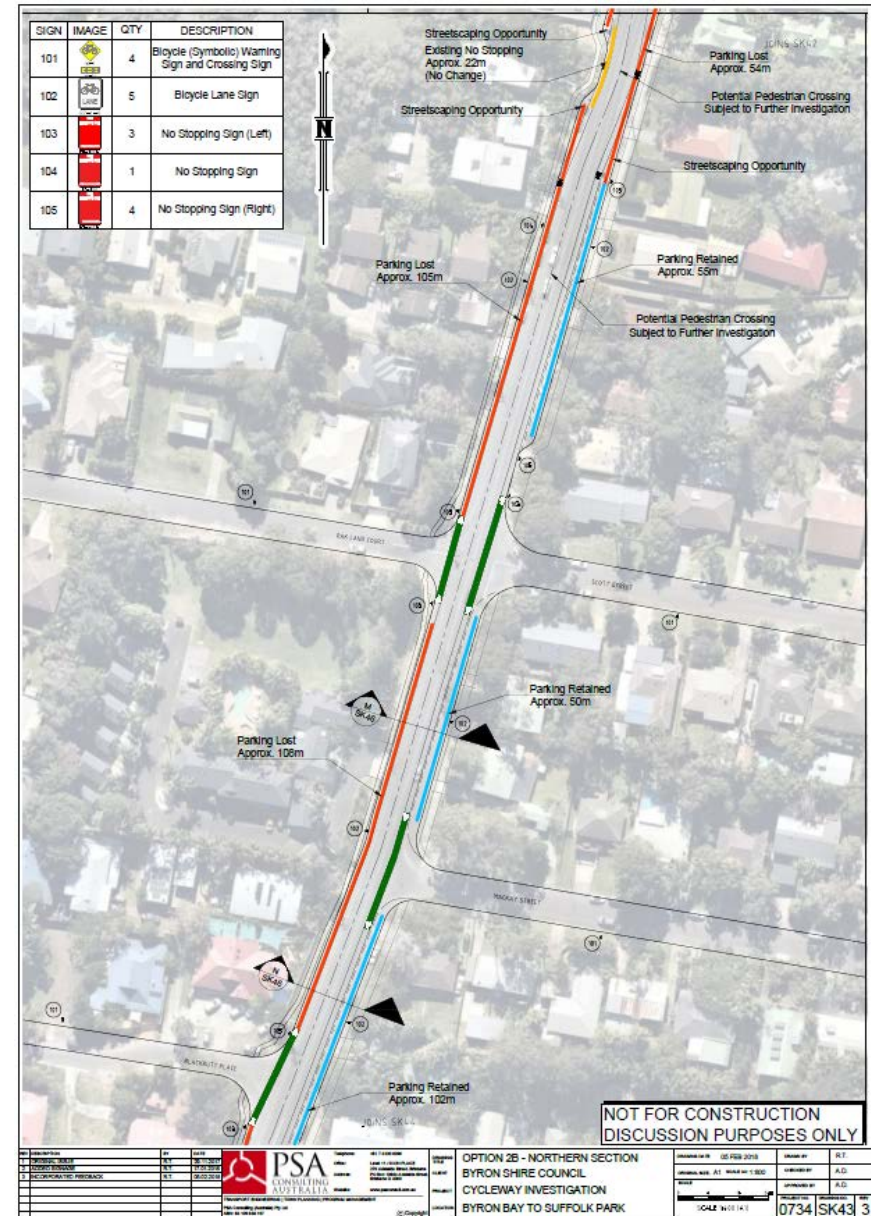
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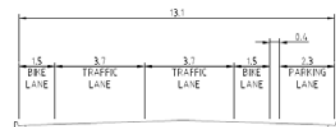
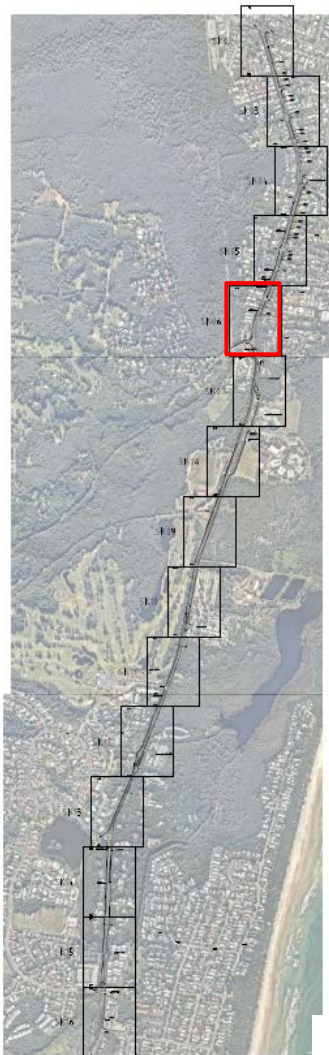
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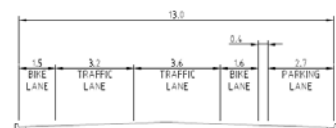
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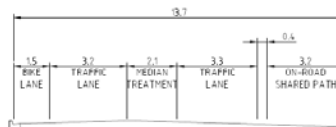
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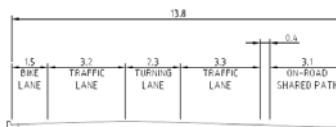
SECTION O-O



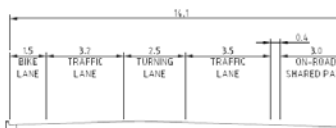
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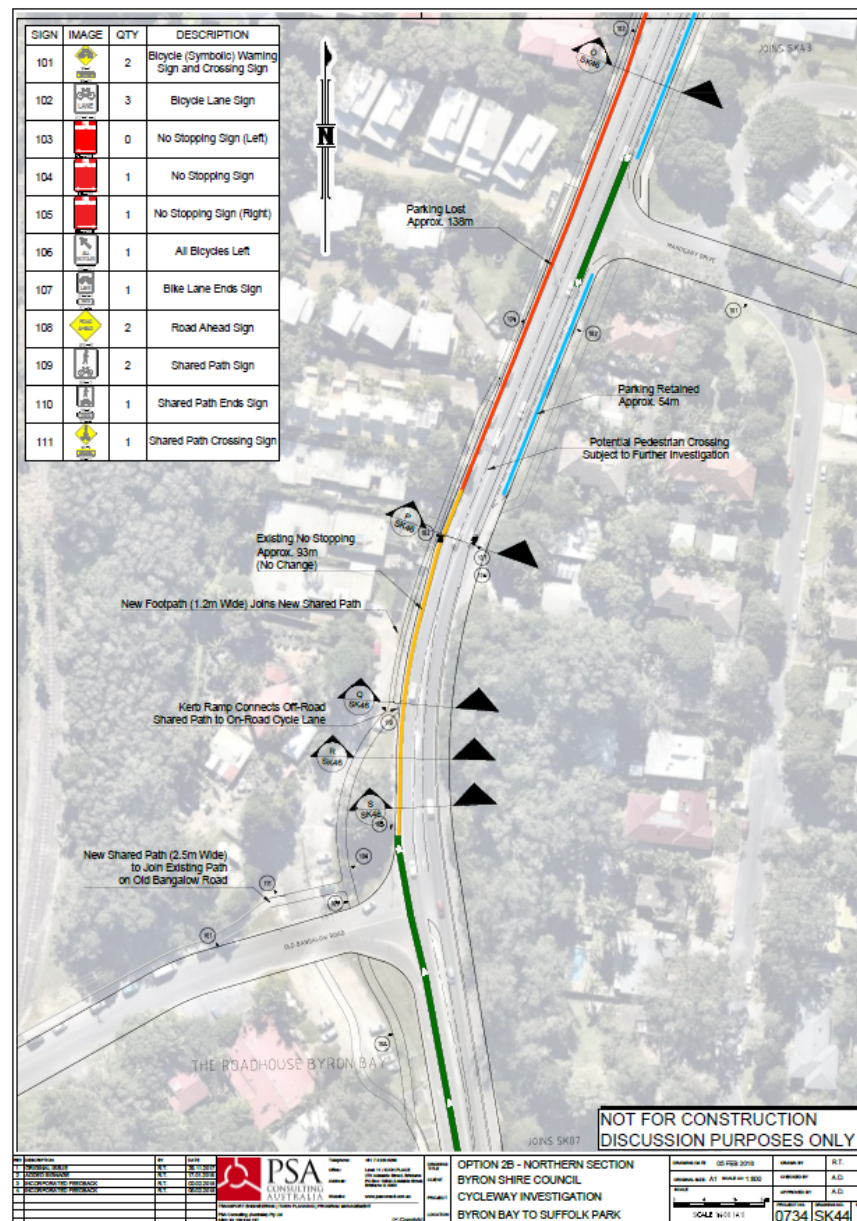
SECTION Q-Q



SECTION R-R

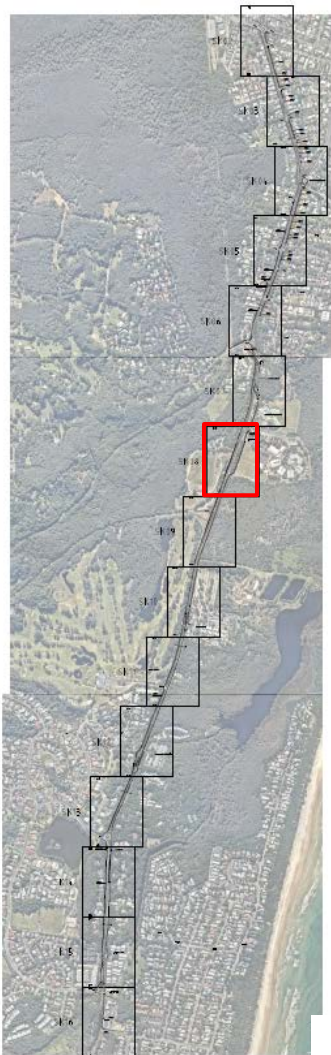


SECTION S-S

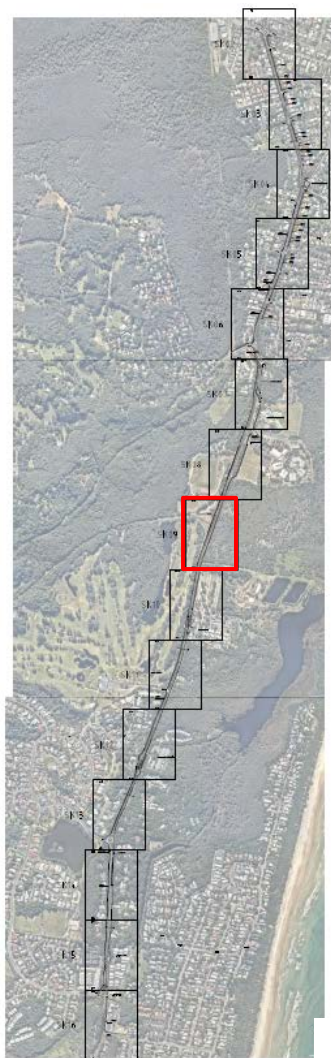


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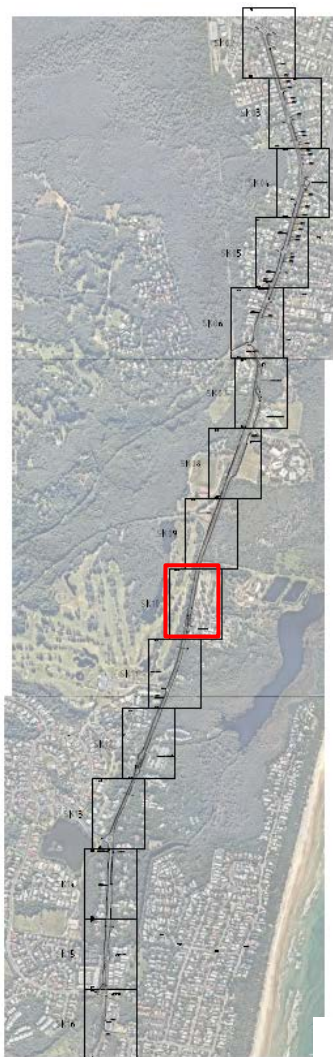
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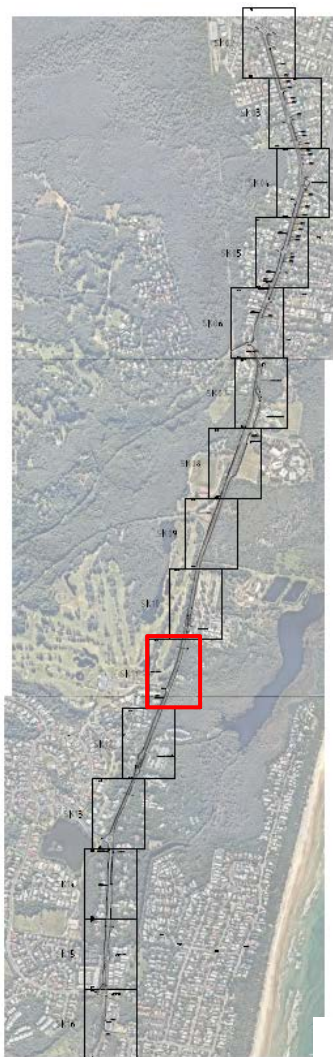
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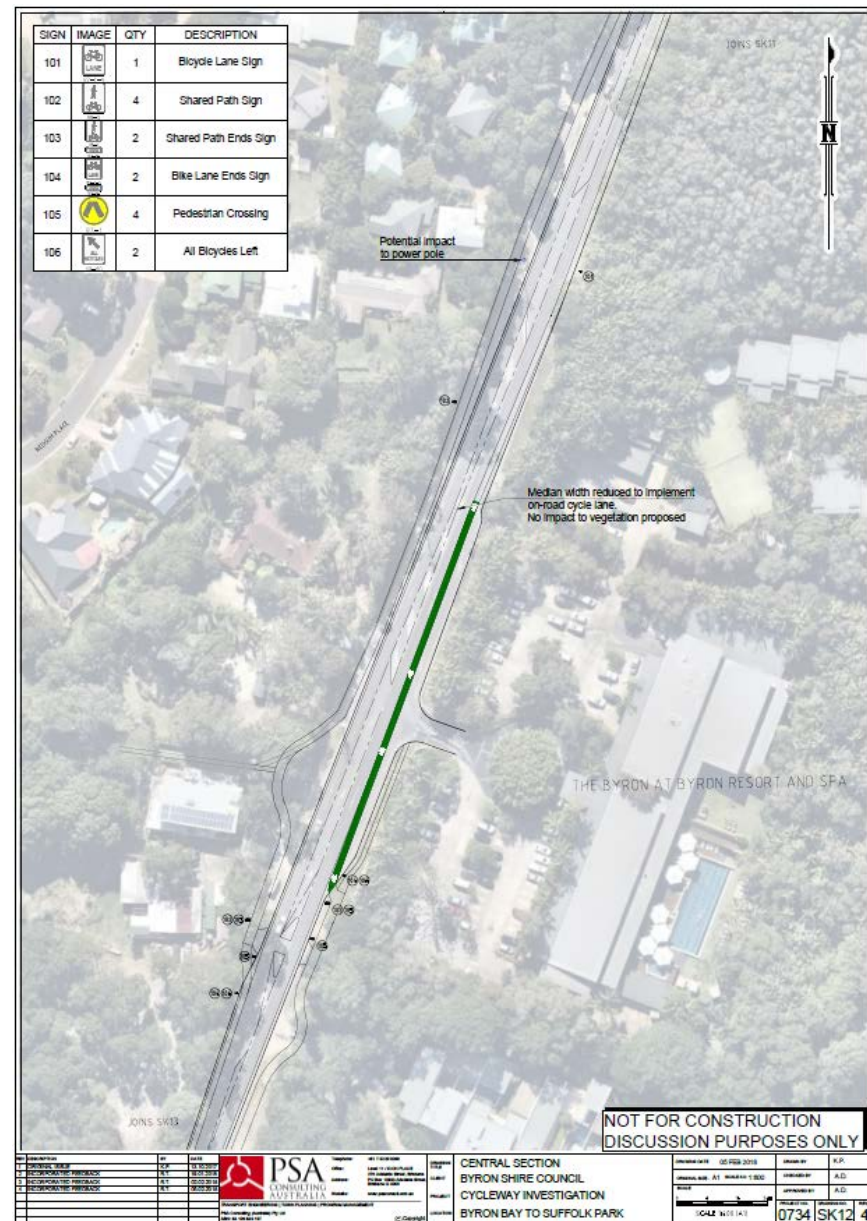
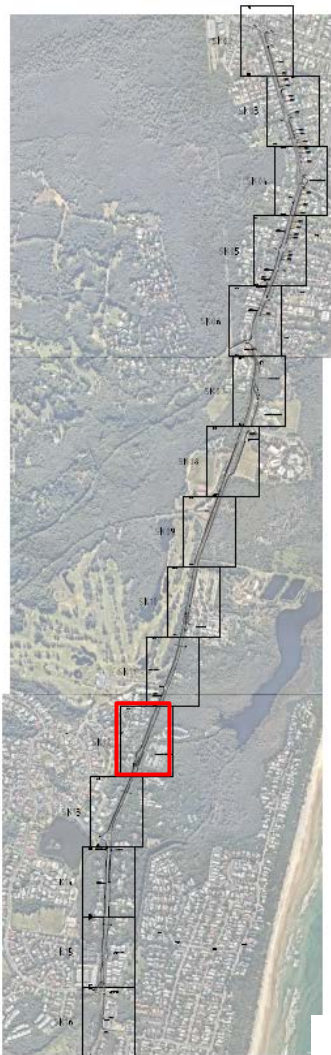
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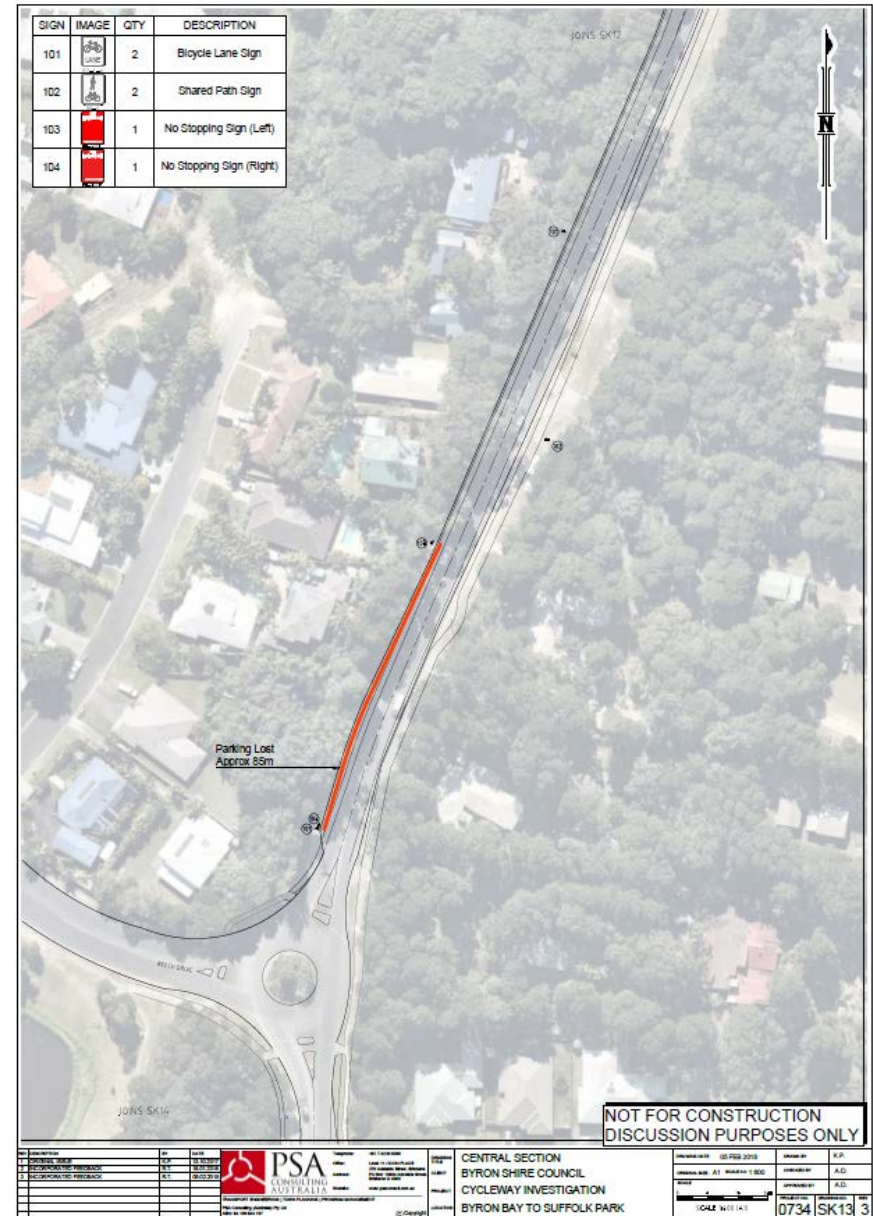
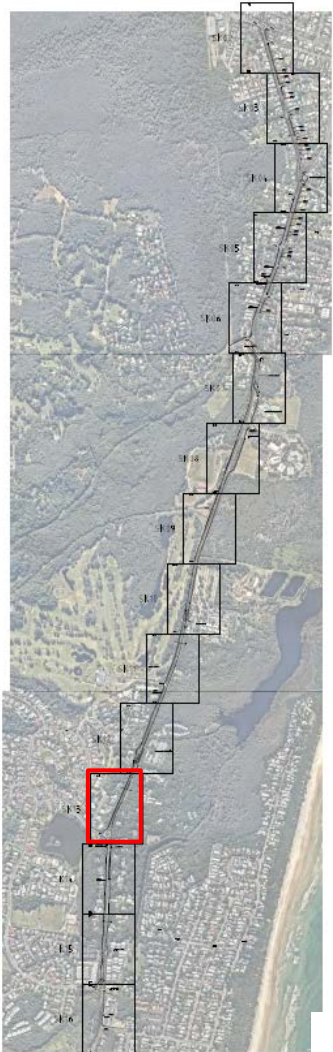
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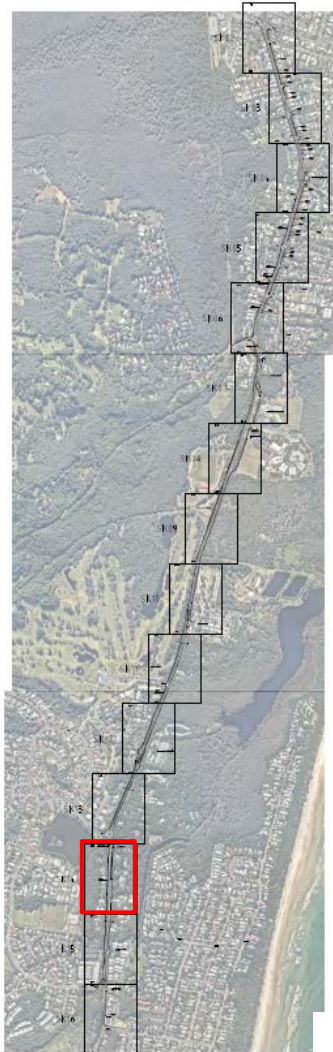
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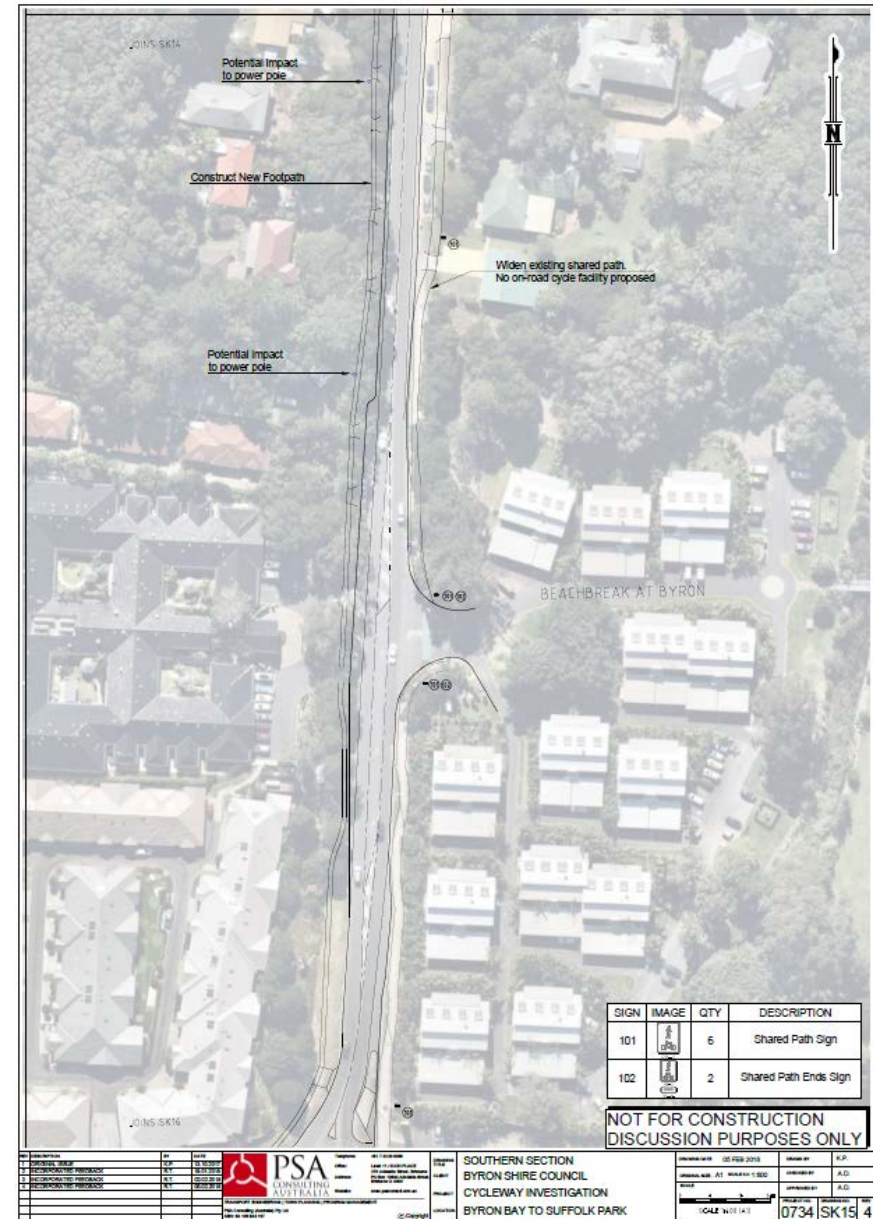
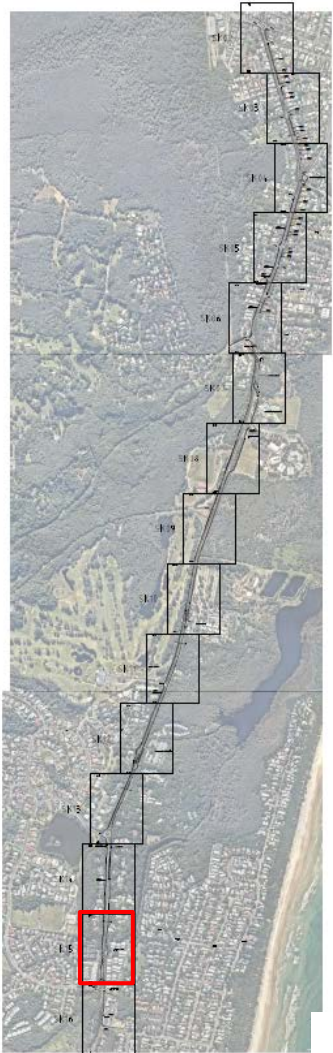
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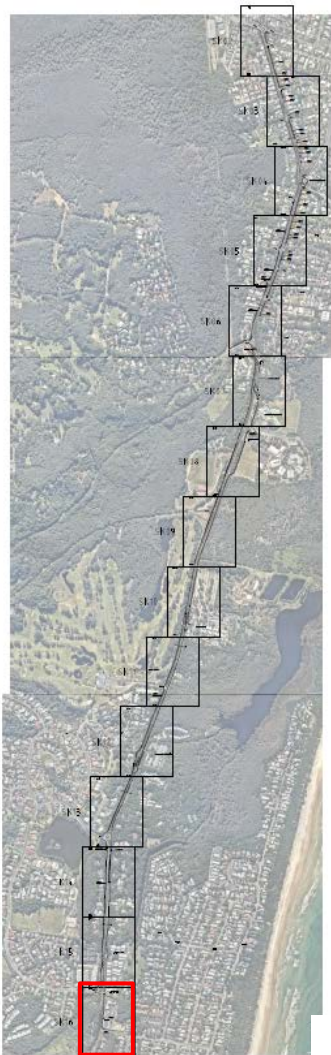
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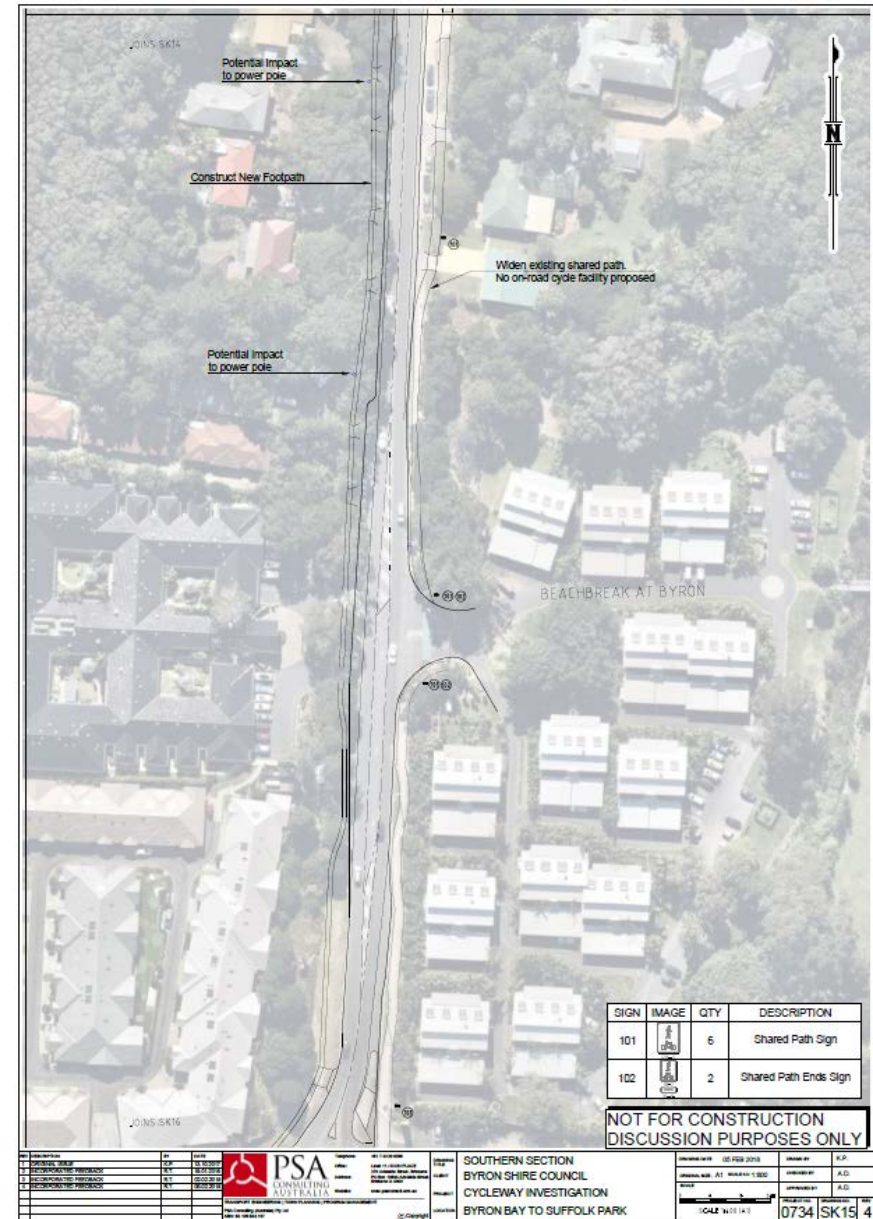
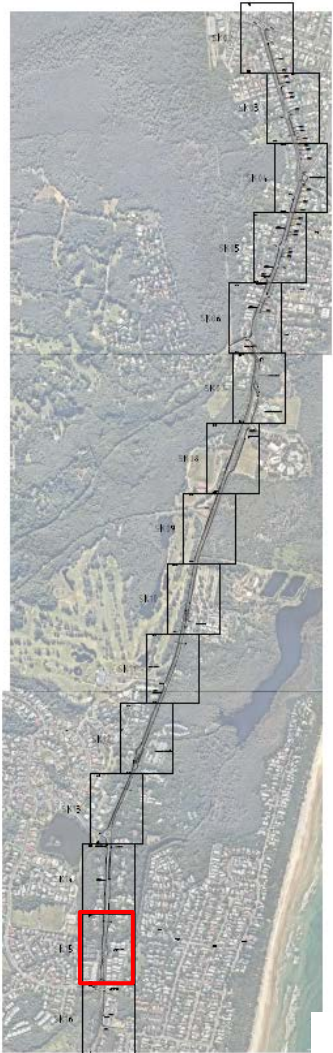
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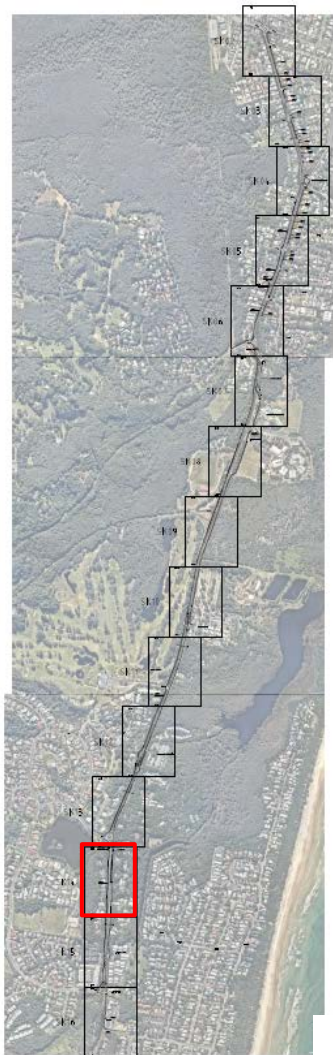
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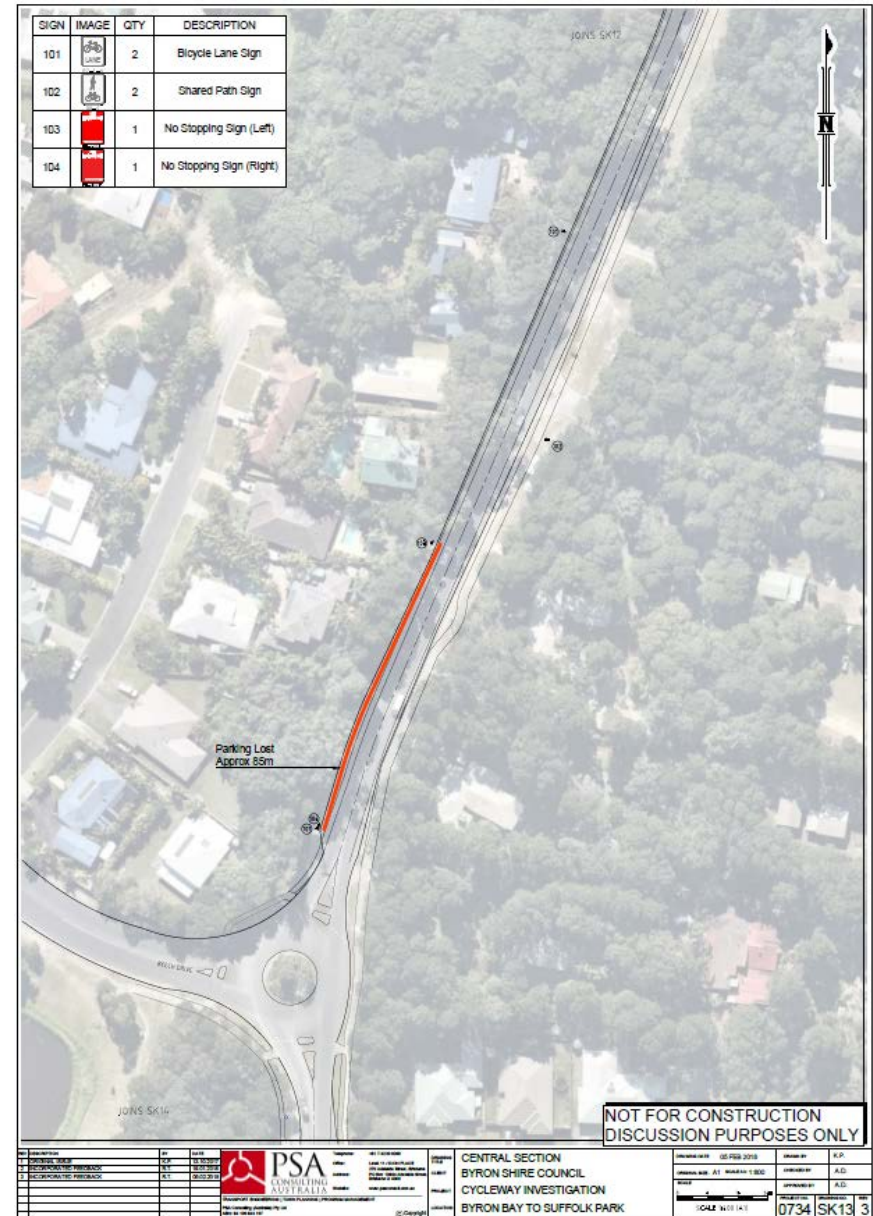
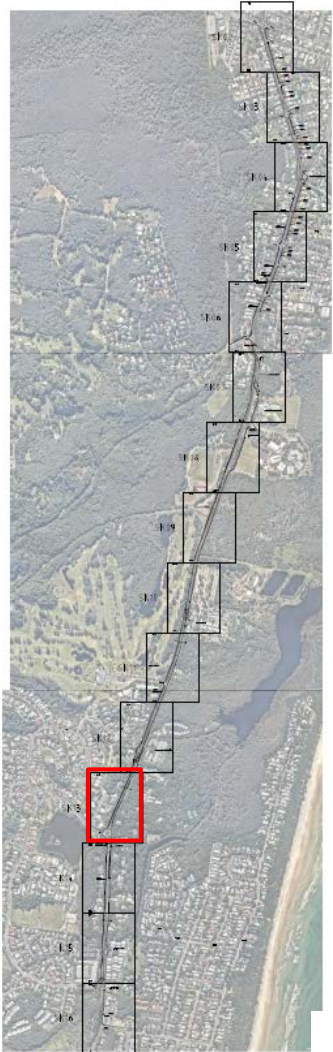
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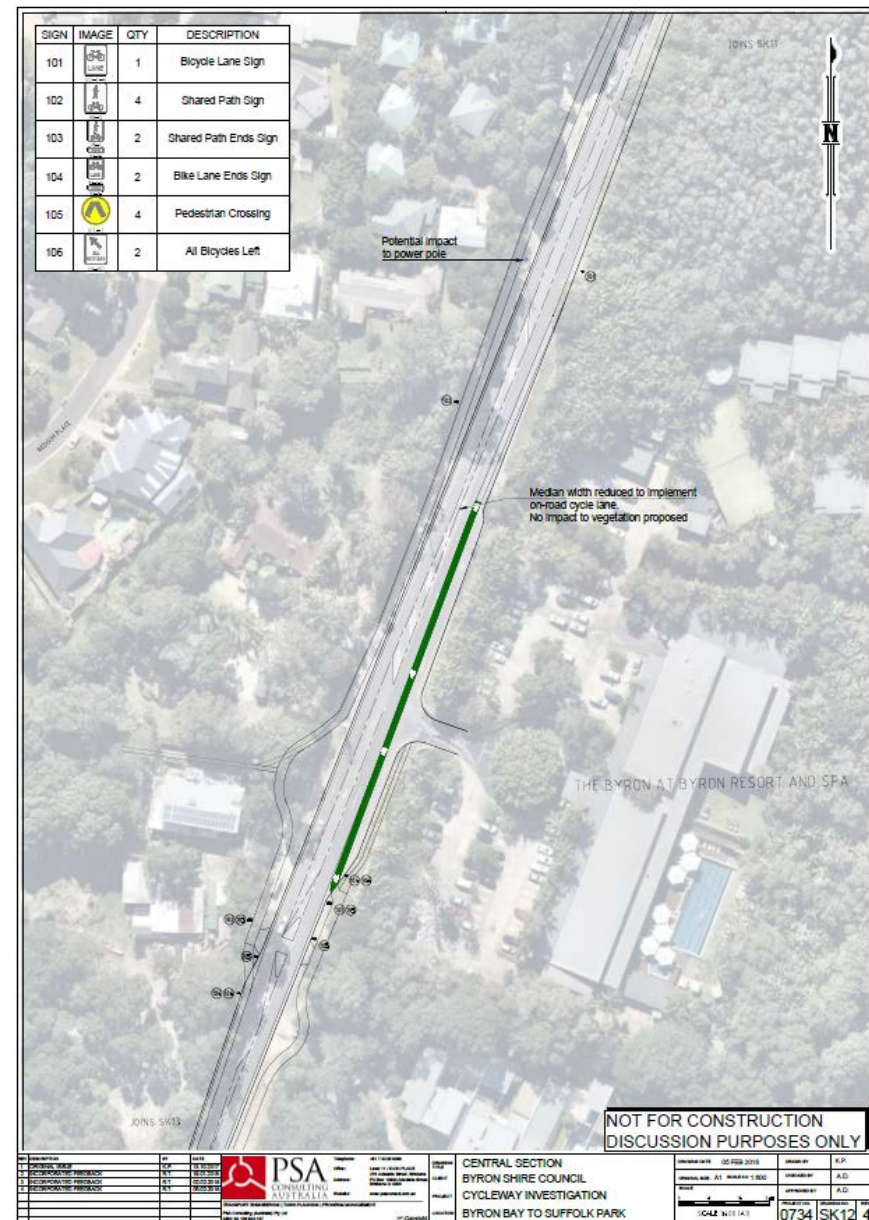
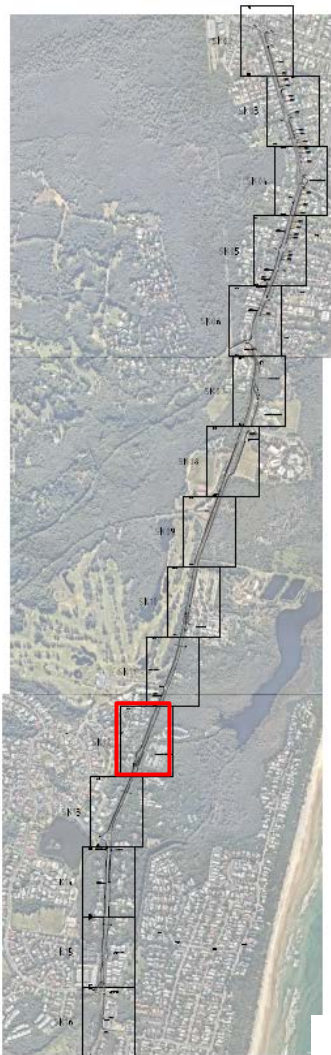
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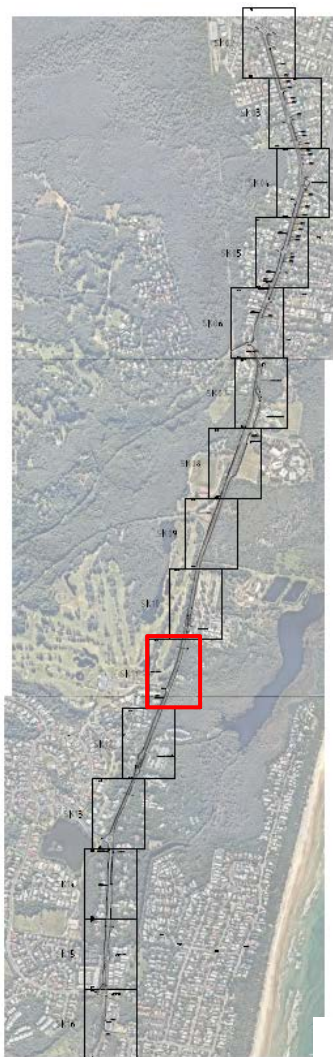
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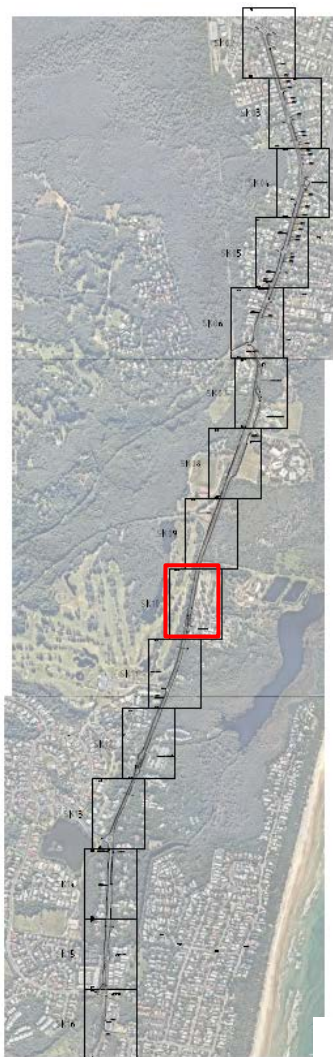
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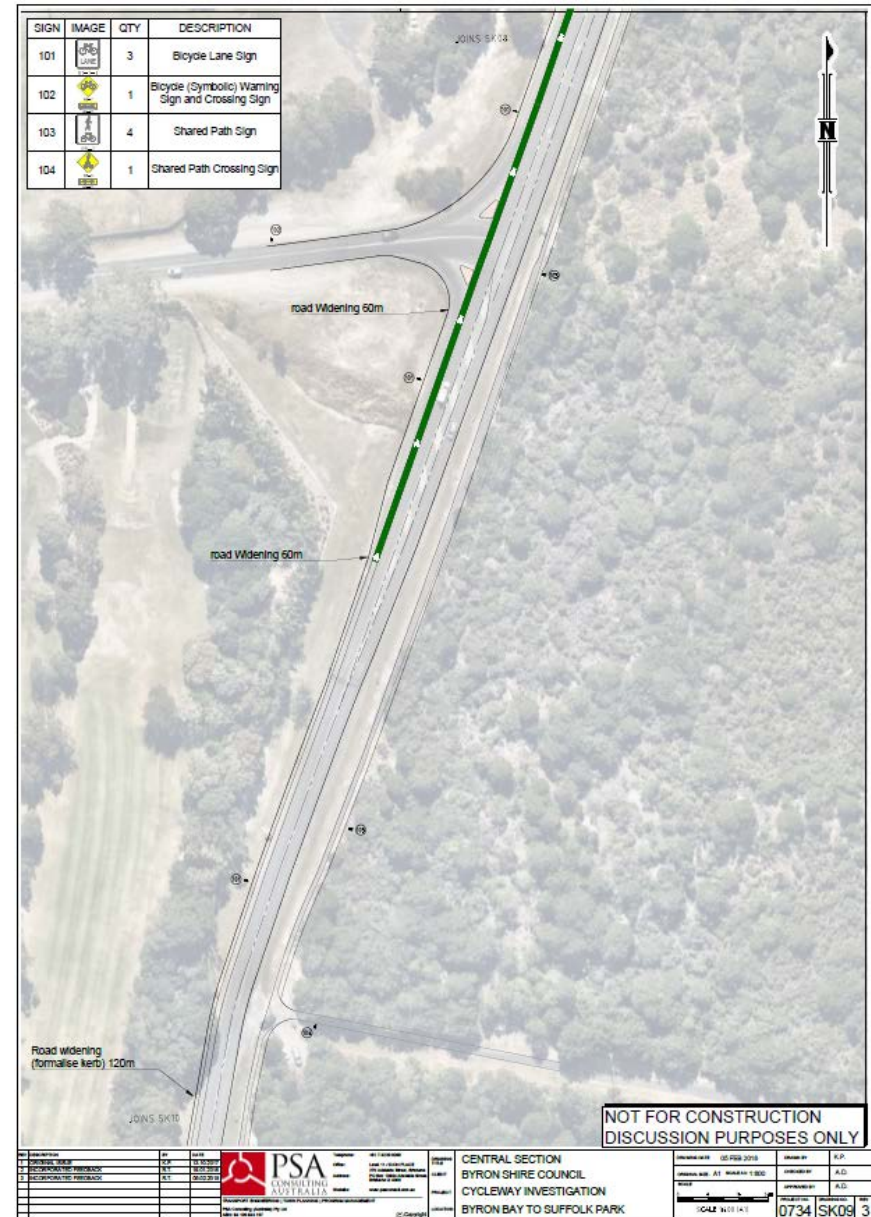
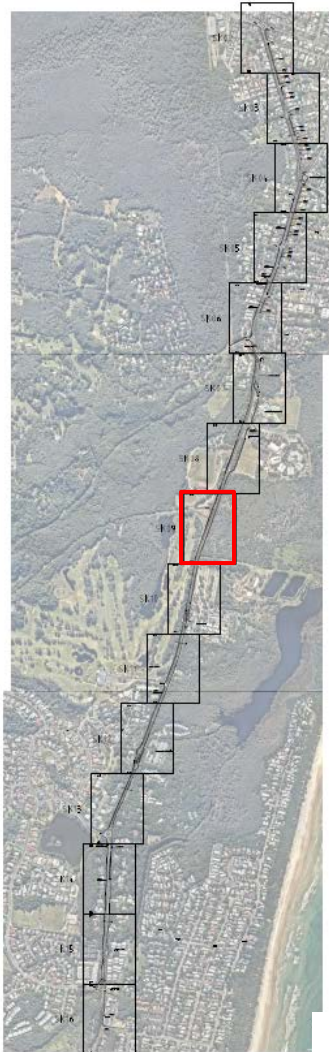
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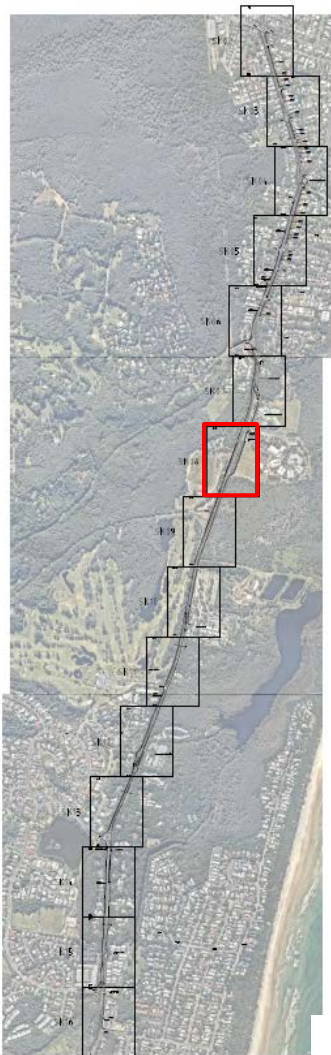
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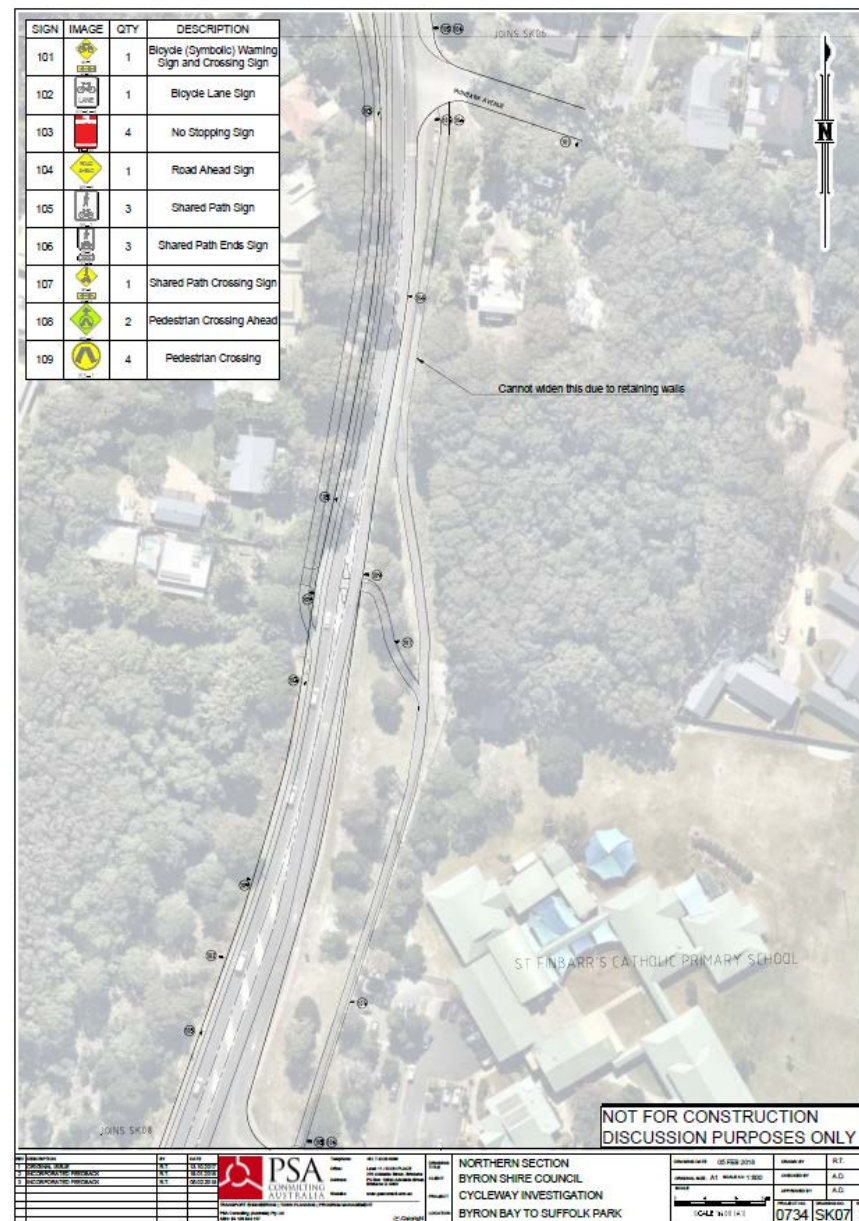
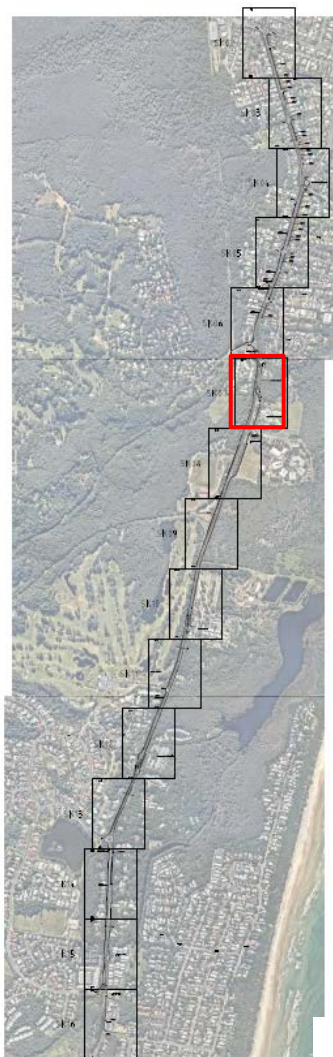
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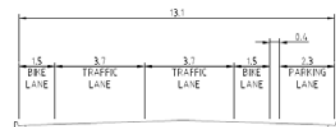
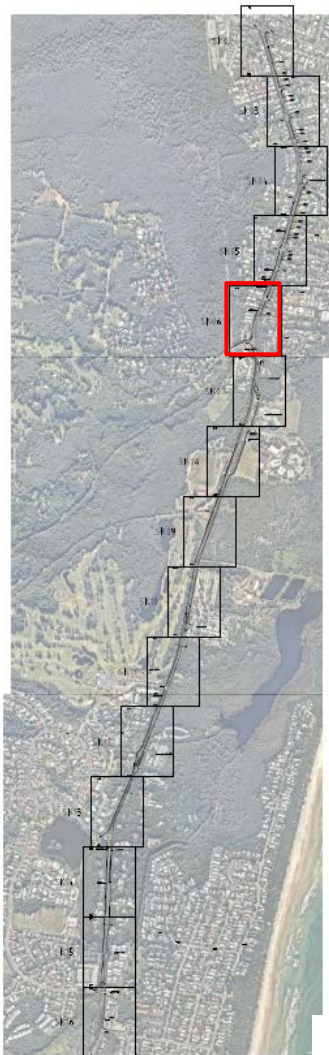
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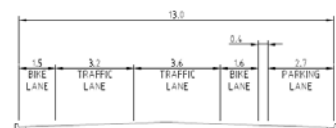
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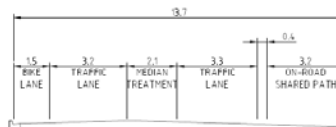
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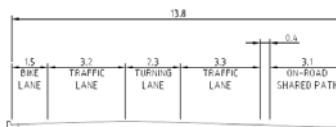
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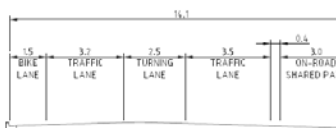
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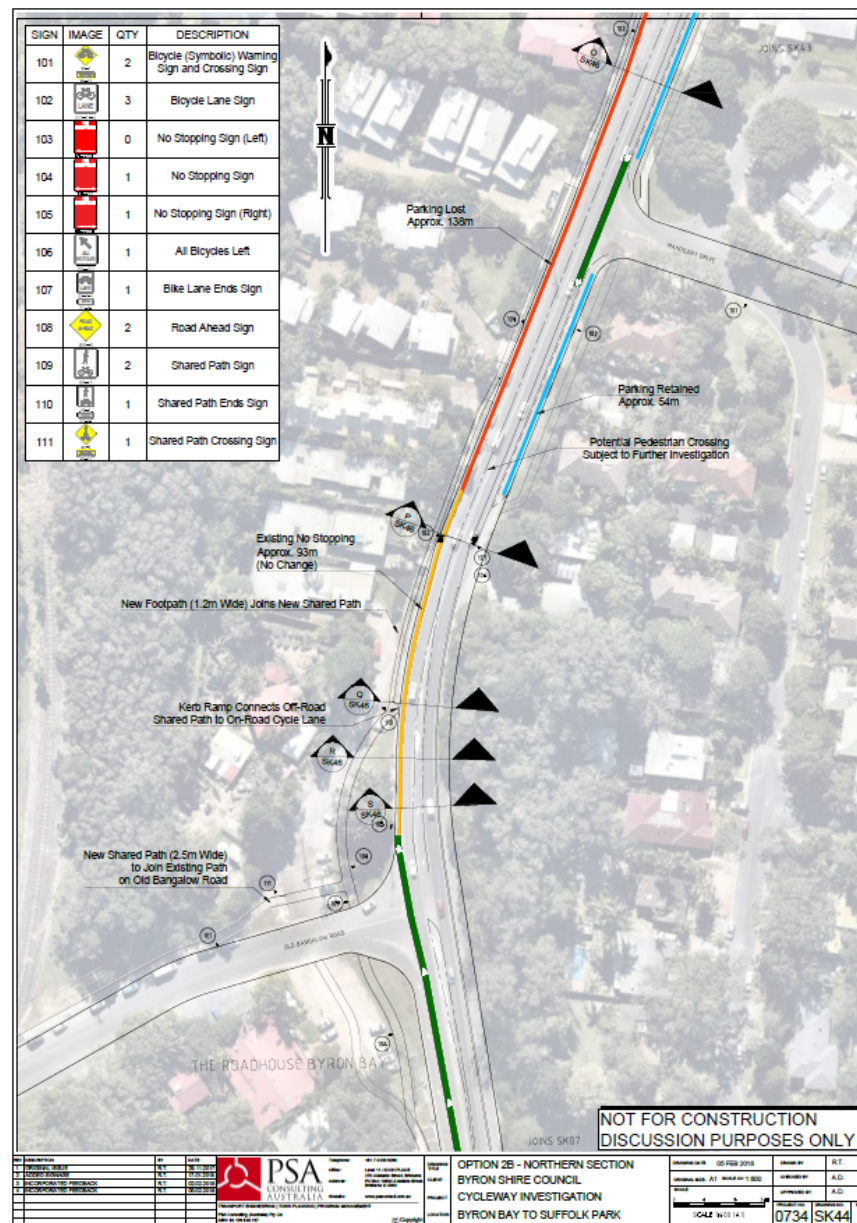
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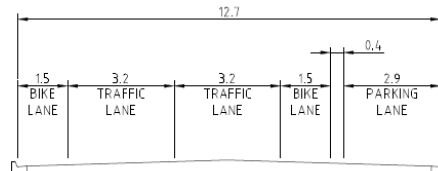
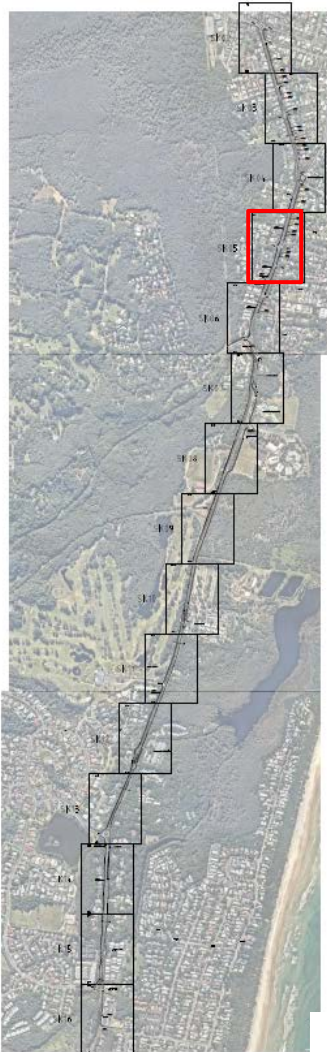
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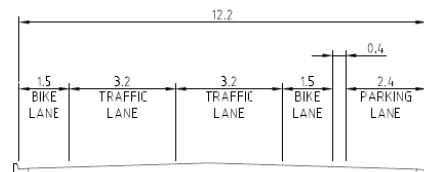
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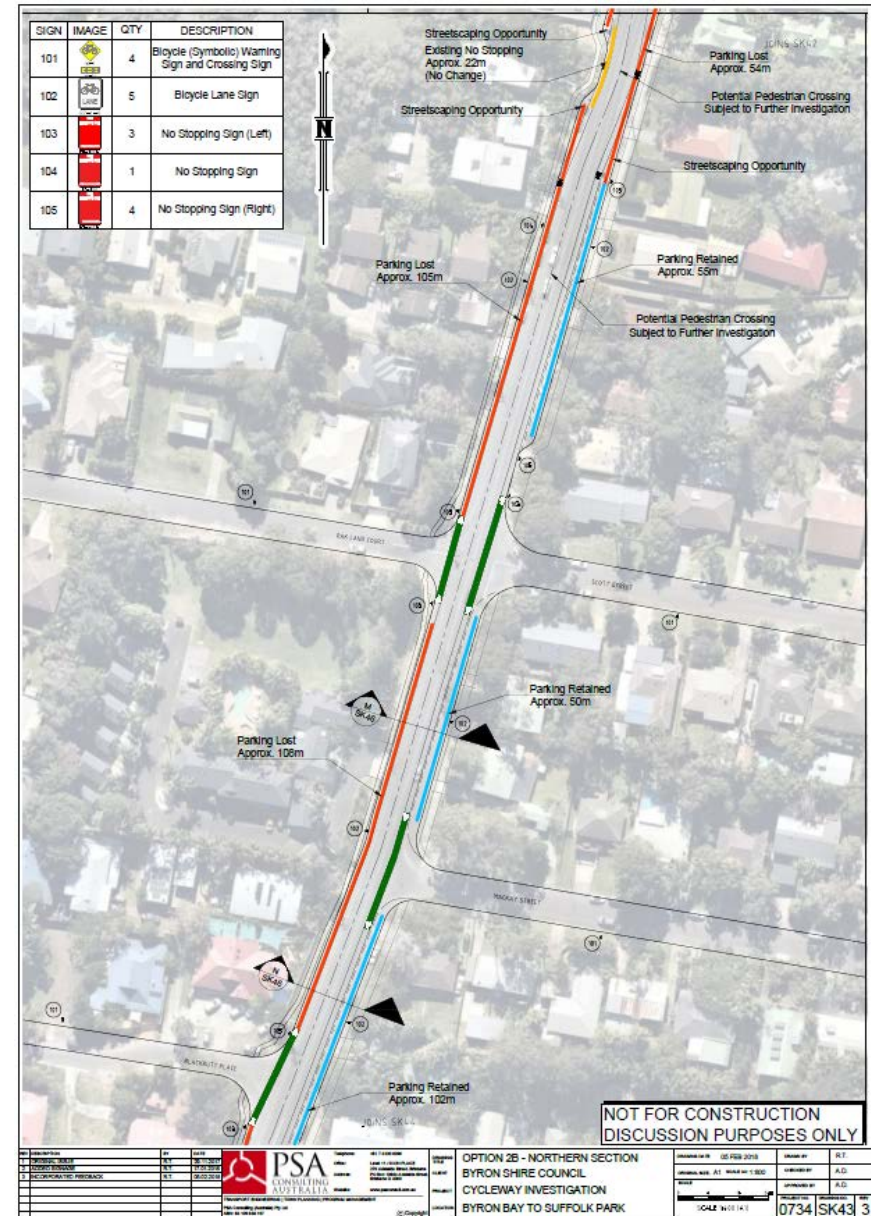
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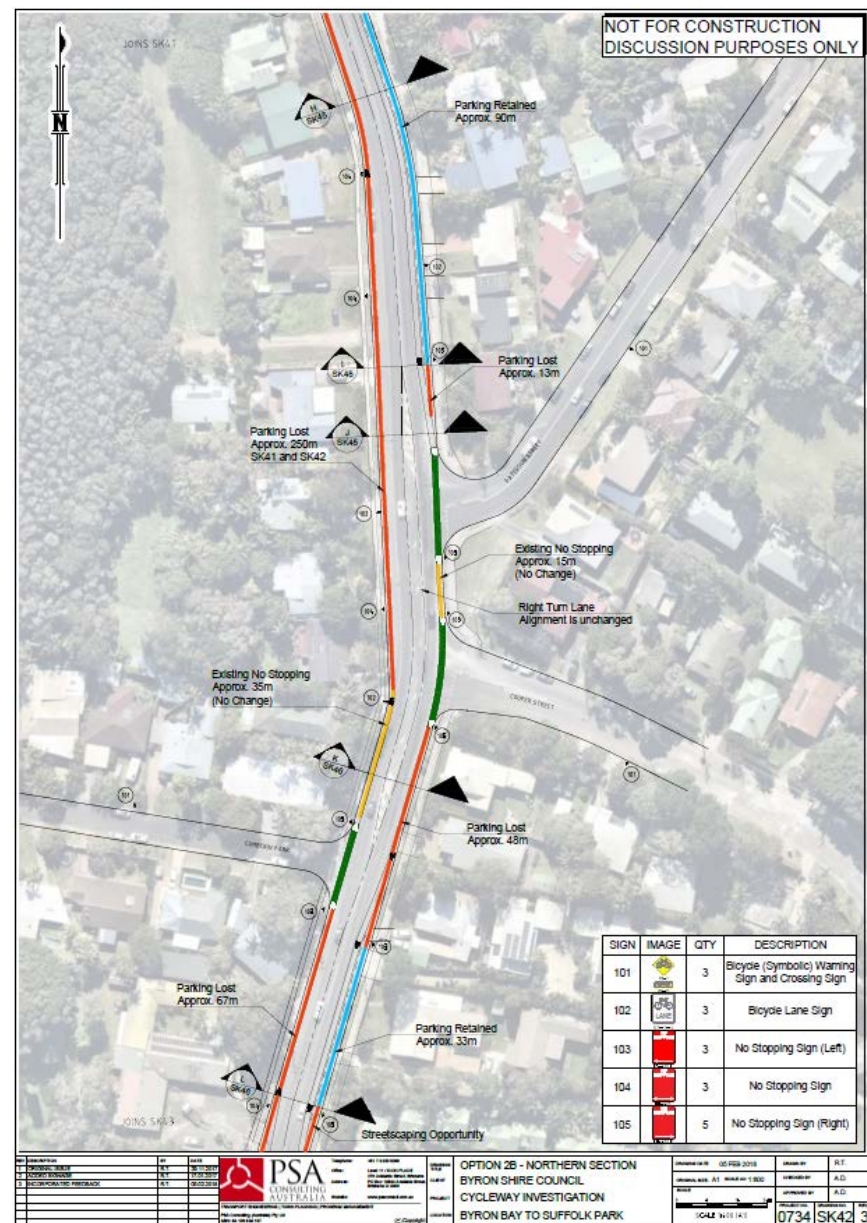
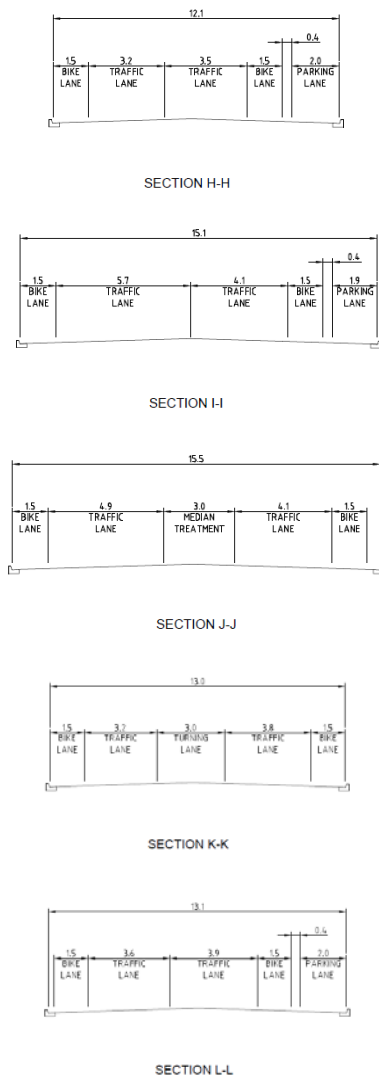
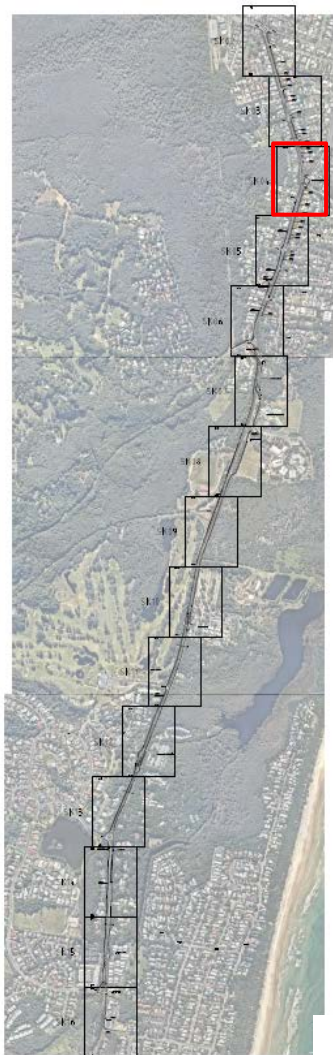
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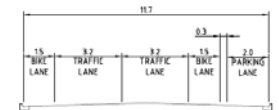
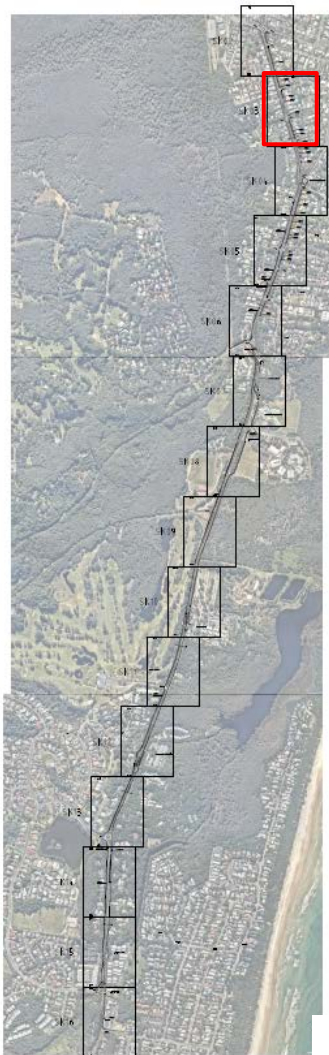
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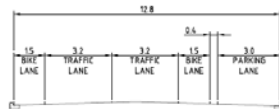
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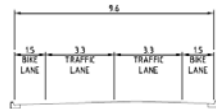
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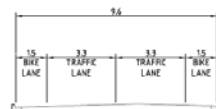
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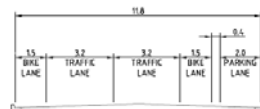
SECTION C-C



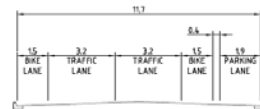
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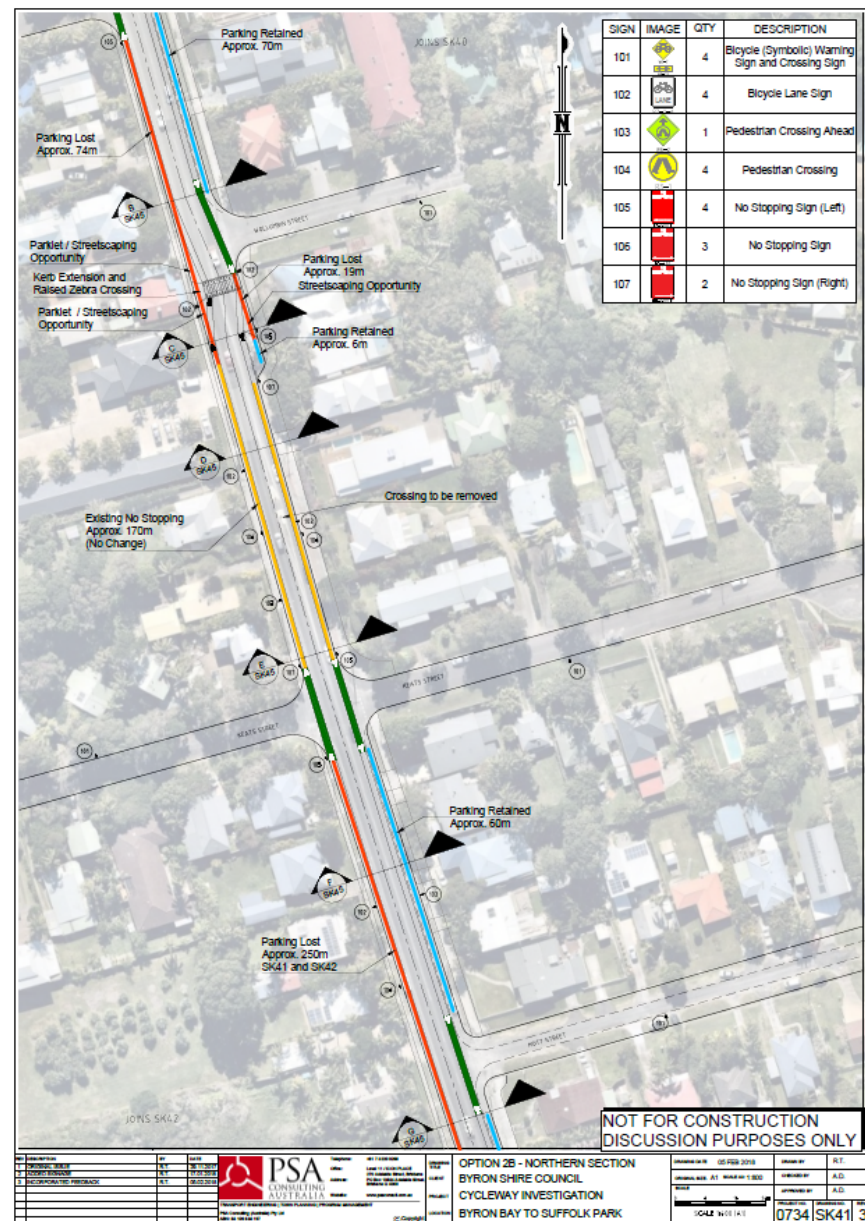
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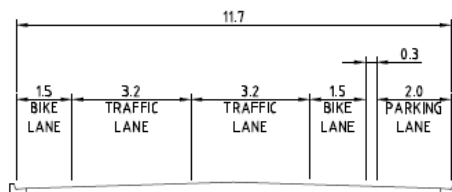
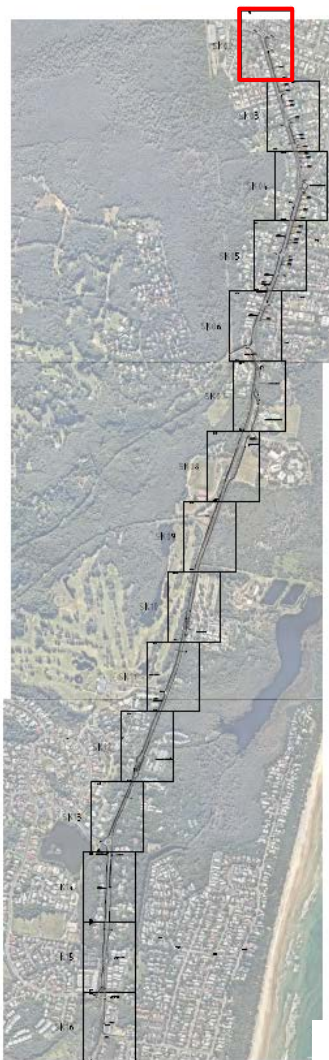
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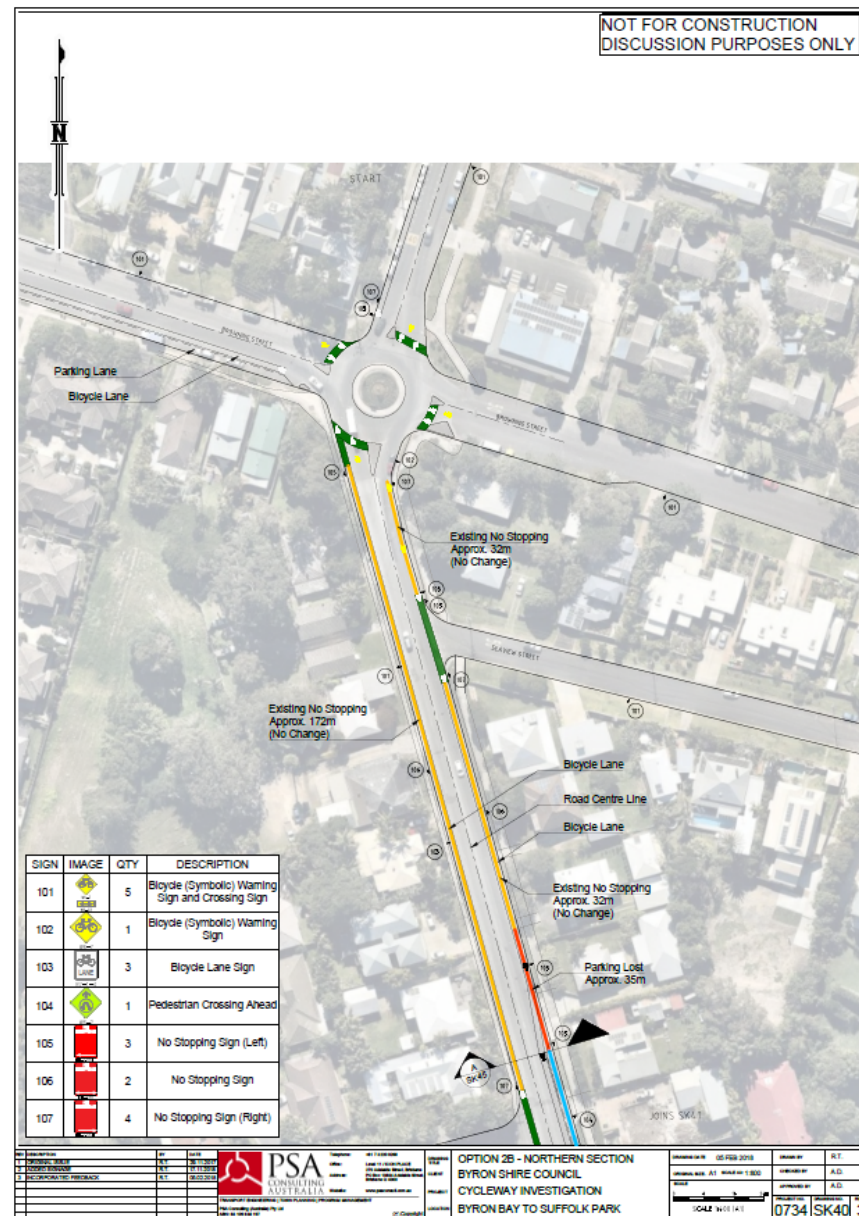
SECTION G-G



PREFERRED OPTION CONCEPT DESIGN - NORTHERN



SECTION A-A



PREFERRED OPTION SUMMARY

ENTIRE CORRIDOR			
Item	Side of road		
	East	West	Total
Parking loss	169m	827m	996m
New/amended on-road cycle lane	1,924m	2,884m	4,808m
New/amended shared path	2,266 m	966m	3,232m
New/amended footpath	63m	1,113m	1,176m
New/amended crossings	-	-	4
Cost estimate	-	-	\$1.9M-\$2.35M

NORTHERN SECTION			
Item	Side of road		
	East	West	Total
Parking loss	169	742	911
New/amended on-road cycle lane	1270	1451	2721
New/amended shared path	0	126	126
New/amended footpath	0	438	438
New/amended crossings	-	-	1
Cost estimate	-	-	\$1M-\$1.2M

CENTRAL SECTION			
Item	Side of road		
	East	West	Total
Parking loss	0m	85m	85m
New/amended on-road cycle lane	654m	1,433m	2,087m
New/amended shared path	1,505m	840m	2,345m
New/amended footpath	38m	50m	88m
New/amended crossings	-	-	3
Cost estimate	-	-	\$0.6M-\$0.75M

SOUTHERN SECTION			
Item	Side of road		
	East	West	Total
Parking loss	0m	0m	0m
New/amended on-road cycle lane	0m	0m	0m
New/amended shared path	761m	0m	761m
New/amended footpath	25m	625m	650m
New/amended crossings	-	-	-
Cost estimate	-	-	\$0.3M-\$0.4M

IMPLEMENTATION + STAGING

Stage 1:

- The Byron at Byron resort to Beech Drive (north)

Stage 2:

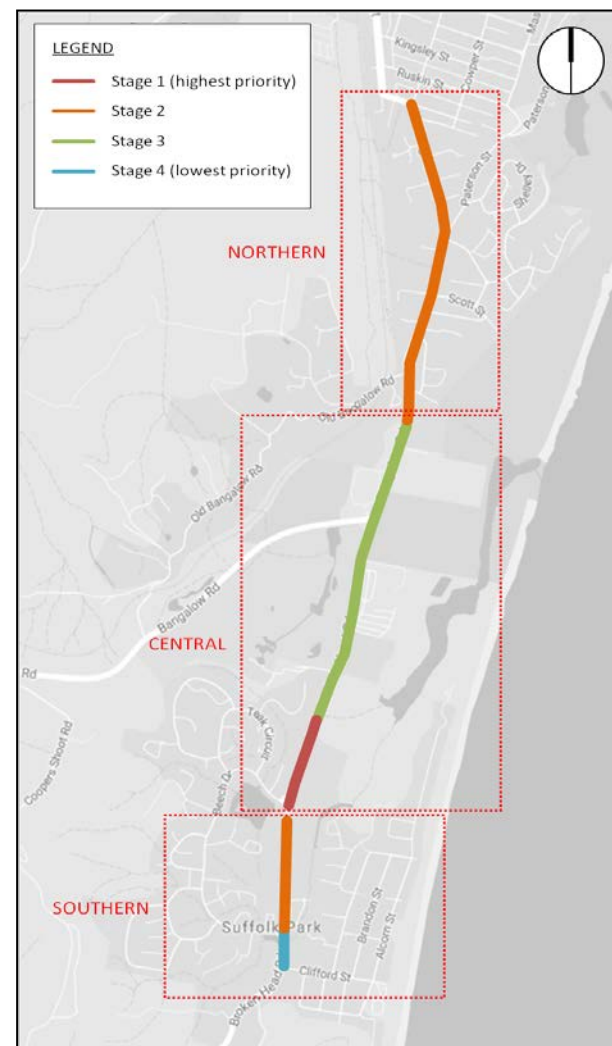
- Browning Street to the existing pedestrian crossing near St Finbarr's Catholic Primary School
- Beech Drive (north) to Beech Drive (south)

Stage 3:

- Existing pedestrian crossing near St Finbarr's Catholic Primary School to The Byron at Byron resort

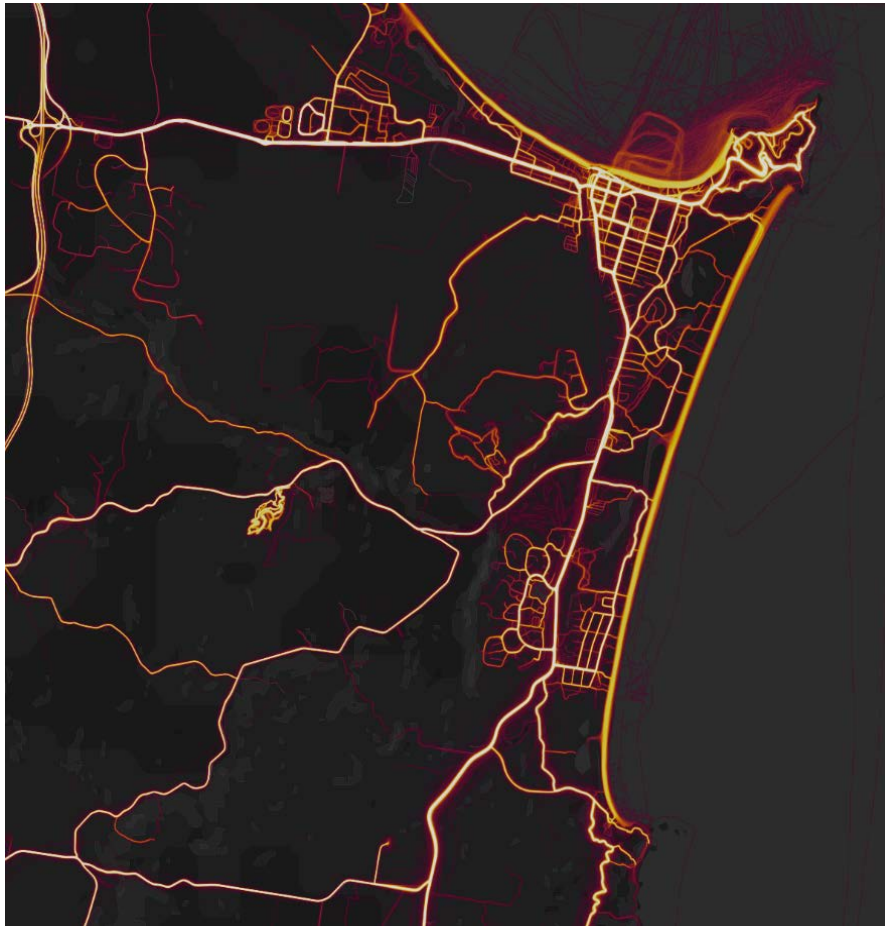
Stage 4:

- Beech Drive (south) to Clifford Street

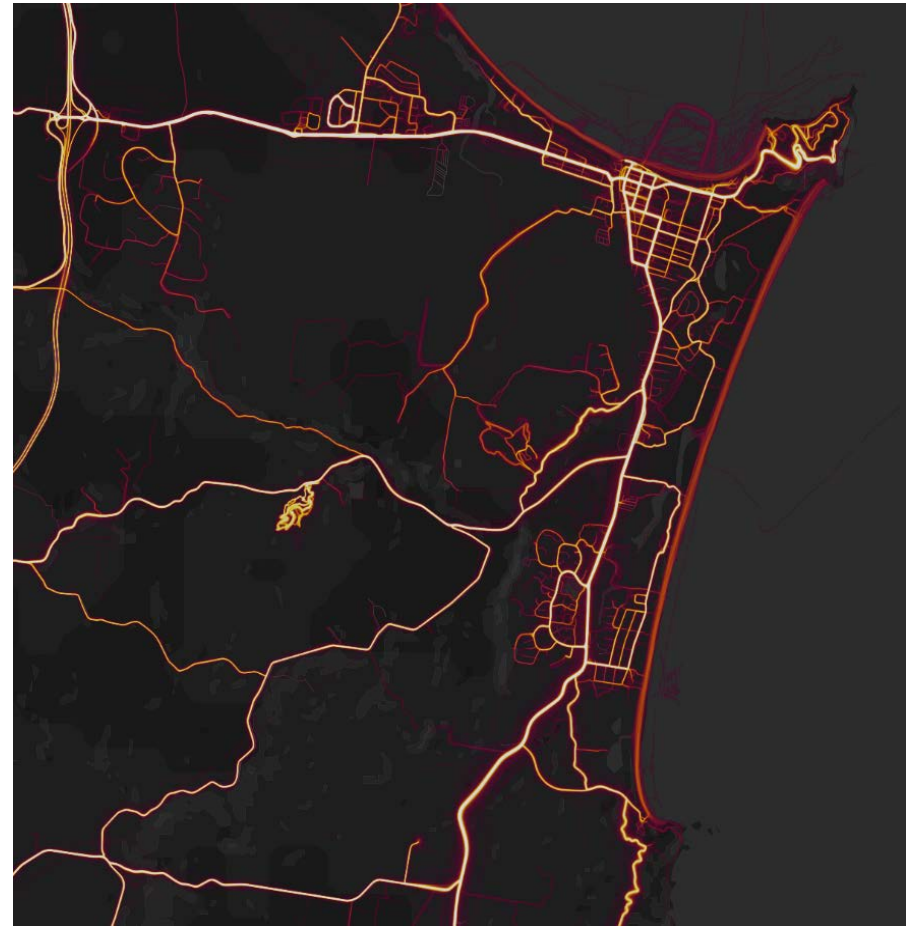


STRAVA HEAT MAPS – ENTIRE STUDY CORRIDOR

All activity (cycle, walk, water)



Cycle activity only



Source: <https://labs.strava.com/heatmap/#14.12/153.61717/-28.66235/hot/ride>

STRAVA HEAT MAPS – NORTHERN SECTION

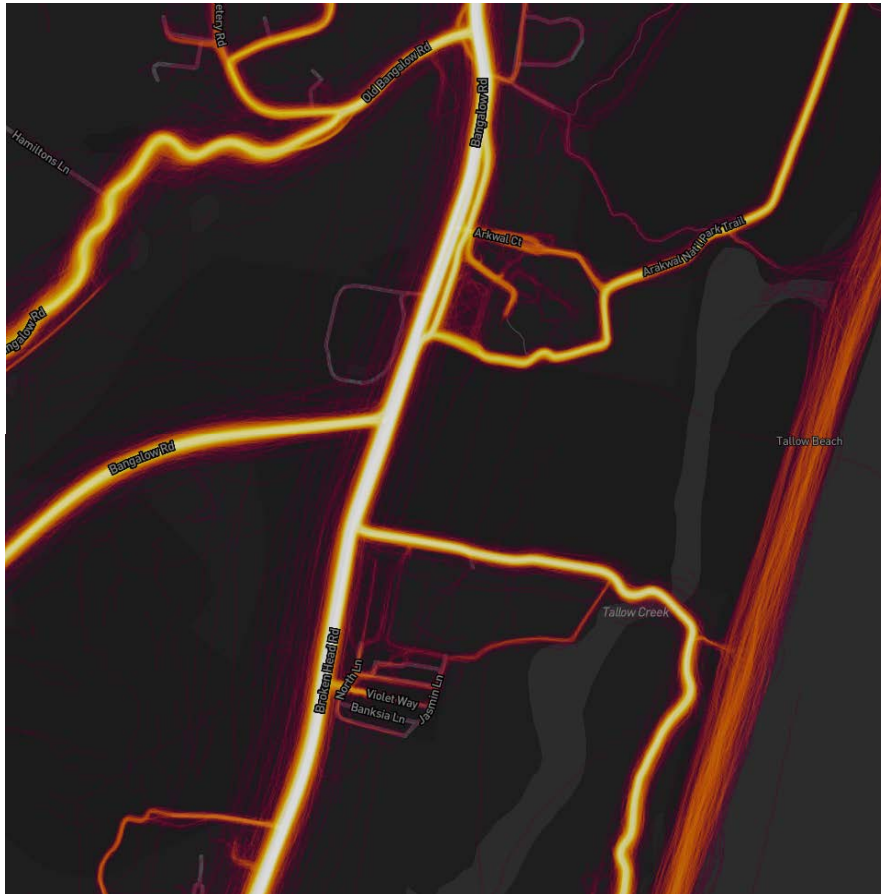
Cycle activity only



Source: <https://labs.strava.com/heatmap/#14.12/153.61717/-28.66235/hot/ride>

STRAVA HEAT MAPS – CENTRAL SECTION

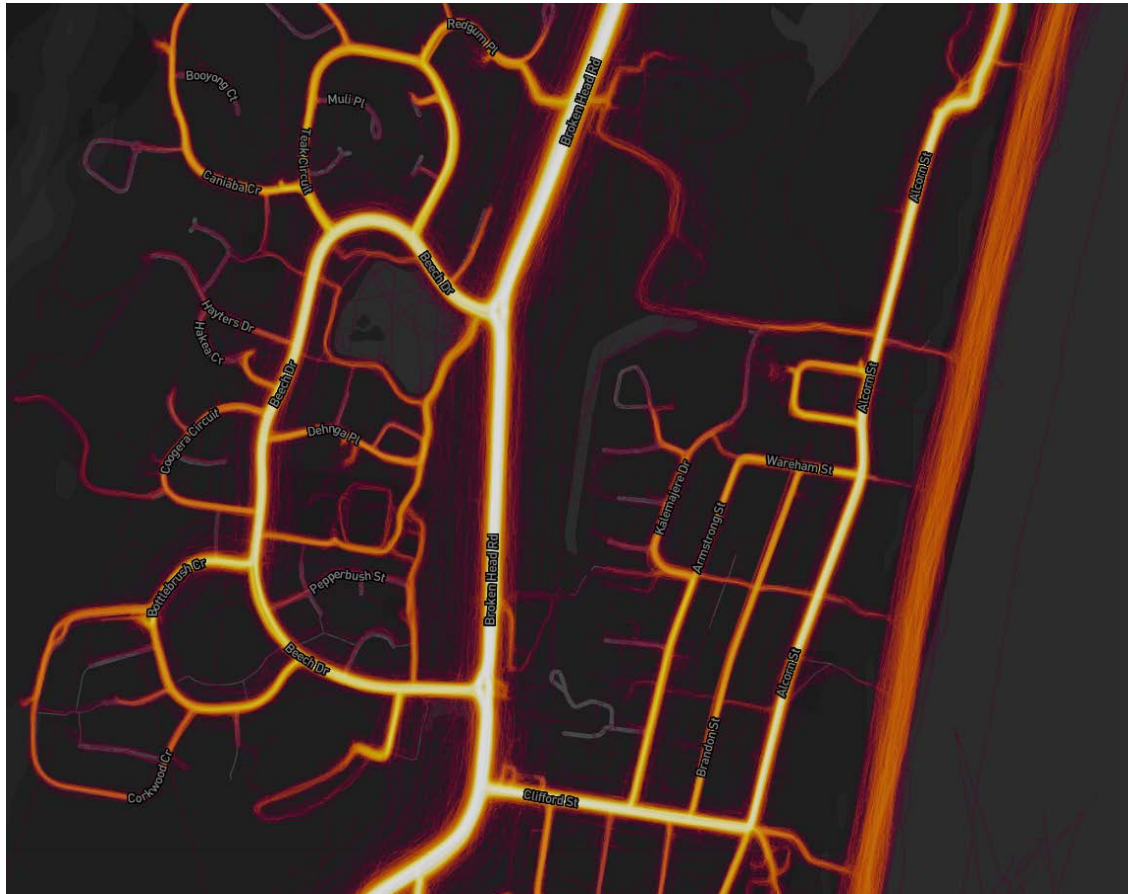
Cycle activity only



Source: <https://labs.strava.com/heatmap/#14.12/153.61717/-28.66235/hot/ride>

STRAVA HEAT MAPS – SOUTHERN SECTION

Cycle activity only



Source: <https://labs.strava.com/heatmap/#14.12/153.61717/-28.66235/hot/ride>

NEXT STEPS

Project next steps – PSA

- Finalise preferred option
- Update and finalise report for submission (1st March 2018)

Project next steps – Council

- Submit PSA's final report to TIAC for 15th March 2018 ordinary meeting
- TIAC to recommend that Council note final report and adopt consultant's recommendations
- Council to note report and recommendations at 19th April 2018 Council Meeting, and resolve that:
 - Detailed design be undertaken
 - Project be place on public exhibition
 - Community consultation be undertaken
 - Feedback from community engagement be presented back to Council
- Infrastructure Services to undertake the above and present back to Council for final decision
- Await outcome from grant funding application and apply for further grants
- Plan and undertake staged construction

