Policy:

Strategic Transport Statement (Transport Policy)

2019

INFORMATION ABOUT THIS DOCUMENT

Date Adopted by Council	28 May 2009	Resolution No.	09-371
Policy Responsibility	Guide development of a potential Council transport strategy		
Review Timeframe	As needed		
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Document History

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(#PDF 853432)	17/6/09	To accompany Council report #862460
#DM861019	11/6/09	Res 09-138, 08-776
#E2019/10347	23/01/19	Reviewed for currency, endorsed by ET. Minor change to formatting and title year

Further Document Information and Relationships

Related Legislation	
Related Policies	
Related Procedures/ Protocols, Statements, documents	Improving the Town Centre #DM179156

Note: Any reference to Legislation will be updated in the Policy as required. See website http://www.legislation.nsw.gov.au/ for current Acts, Regulations and Environmental Planning Instruments.

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1. OBJECTIVES

1.1. *reduce* the need for and/or *dependency* on private motor vehicle trips
1.2. *improve* public transport;
1.3. *support* community transport;
1.4. *increase* the bike network and/or use;
1.5. *improve* pedestrian and residential *amenity*;
1.6. *support* advocacy, partnerships and/or community involvement;
1.7. *improve* road user safety;
1.8. *improve* integration and regional connectivity;
1.9. *support* climate change adaptation and mitigation.

NB: For words in italics see the Glossary at end of document.

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.

2. POLICY STATEMENT / VISION

In an era of depleting natural resources, climate change and increasing financial, environmental and community costs, Byron Shire Council aim is:

> To develop and *support* an effective, *convenient*, *efficient*, *equitable* and *integrated* shire-wide transport network and management approach that *improves mobility, accessibility* and *choice* for all *users*, especially the transport *disadvantaged*, while *reducing* use of *non-renewable energy* and *improving sustainability, amenity* and opportunities for individual, community and environmental health, wellbeing and interaction.

This will be achieved by delivering an *integrated* and partnership approach of developing, managing, constructing and/or maintaining all facets of the multi-modal transport mix to meet the above objectives; the attainment, responsibility and measurement of which will be subject to the transport strategy and its subsequent actions.

3. TOOLS FOR IMPLEMENTATION

3.1. Existing

Council have many existing *mechanisms* (i.e. tools) to implement actions aimed at meeting the above objectives. These actions, either existing or future, will be initially identified and tabled during development of, and updated as needed through, the transport strategy, which will be an evolving and living (working) document for Council implementation.

In a transport context however, most actions fall within and/or influenced by travel or transport demand management (*TDM*) techniques which, broadly speaking, has two tools at its disposal: supply and demand.

Supply tools are a more traditional approach and typically attempt to manage demand by increasing or decreasing available infrastructure. Examples include increasing the bike network and its facilities and use, reducing car parking and developing alternatives to road transport (e.g. rail).

Supply side techniques is often the approach of development assessments, devising works programs, etc which look to assess impacts (in terms of vehicle volumes/growth, safety, maintenance, cost to benefit, etc) to determine needs (e.g. parking, traffic management, road space, facilities etc). Examples of existing supply techniques include the following, with others to be identified during the "gaps" and needs analysis as per resolution 09-138:

- Council adopted bike plan: which tables an array of needs from off-road paths, on-road lanes to secure parking and education.

- Proposed PAMP and car parking studies/reviews: which will be influenced by development of a transport strategy to ensure an integrated and coordinated approach is considered with the first step being assessment of existing infrastructure/supply.

- Disability and Inclusion Action Plan (DAIP), Youth and Aged Strategies, Cultural and Events Plans and other Council documents: the influence and direction of which will be identified during development and evolvement of the transport strategy.

Demand techniques are tools used to manage the demand for services and/or facilities and include hard (i.e. physical) and soft (i.e. behavioural) approaches to effect change. Typically, physical actions attempt to enforce change, whereas behavioural change is often voluntary. Examples are as follows.

- Physical: via use of engineering and enforcement; such as traffic calming devices, reallocation and/or change of road space/use, the cost, supply and availability of parking, etc. Specific examples include reduction of parking, user pays parking, physical barriers to entry or ease of travel, such as entry threshold treatments, speed humps, one way/no entry, turn bans, etc

- Behavioural: via education and engagement; attempt to influence or change people's habit via voluntary behaviour change, either through formal programs (e.g. TravelSmart, Council policy, education, walking school bus) or informal means (e.g. promotion, events, activities like ride to work or school days, etc). Often such techniques accompany any physical implementation to help promote and educate change.

3.2. Future

It is envisaged the development of the transport strategy:

a)   will *develop* and be based on a sustainable transport hierarchy, an example being Yarra City Council's Strategic Transport Statement for inner city Melbourne (#834889); and

b)   identify need for new and/or changes/modifications to existing *mechanisms* to implement. These will be flagged, investigated and reported as appropriate.

4. PARTNERS

Council view partnerships as key to delivering the vision and meeting the objectives outlined above, especially as many facets of transport fall outside the traditional sphere of Council operations, such as public and community transport which are typically state and/or private concerns.

Council also realise each potential partner may have different priorities and by engaging each it is hoped an understanding is struck that will assist all parties in obtaining respective and common goals.

The following list is not viewed as exhaustive.

4.1. Residents
Council recognise that residents, while a small base in relation to the demand placed on, and contributions toward, transport services and infrastructure, remain a priority as they rely on the transport network on a daily basis for movement of people and goods.

4.2. Business / Commercial
The diversity, accessibility and feasibility of local business and commercial operations contribute to the Shire's economic wellbeing and influence resident and visitor perceptions of the region, all of which is affected by *transport*.

4.3. Visitors and Tourism
The shire is a popular tourist destination and supports many local business and commercial operations either directly or indirectly. Some locations are more popular than others. Visitors and those benefiting from tourism require transport and hence need to be engaged and contribute in the development of transport and its associated infrastructure.

4.4. Development / Developers
Potential areas for development will be identified in other documents. Developments can play a significant role in contributing toward attainment of the stated transport vision and objectives. How this can occur will be subject for the transport strategy and its subsequent actions.

4.5. Community Groups / Events
The shire has many active community groups and events that require and/or influence *transport*. Coordinating the timing and scheduling of events and assisting groups will assist Council in attaining the stated transport vision and objectives.

4.6. Other Authorities
At the State level the RTA and Departments of Transport, Lands, Planning, State Development and Revenue are the most prevalent. At the Federal level the departments responsible for infrastructure, roads, region, local government and climate change, including Australian Greenhouse Office (AGO) are primary candidates.

5. GLOSSARY

For the purposes of this policy words in italics used in this policy mean the following.

amenity refers to safety, noise, pollution, etc

activity means a proposal, project, event, development, activity, festival and the like.

accessibility – includes *access* and *accessibility* as identified in Councils' Disability Action and Inclusion Plan (#790622) as follows.

accessibility refers to having features to permit use by people with disabilities. It should be stressed that the term "accessibility" does not just lend itself to providing wheelchair access. Accessibility is relative; meaning that different types of disability require different forms of access.

access refers to the individual's ability to use the service, facility, program or *activity* provided. Consequently, a service is accessible when it is easy to find out about; easily understood; easy to get to; easy to use; people who use it feel they are welcome; people know that they will get the right assistance when they need it; people are confident that every reasonable effort will be made to address the customer's requirements. Good access

can be defined as beneficial not only to people with a disability but a significant proportion of other people in our community including parents with prams; elderly people with walking frames or sticks; sporting people with injuries; people with temporary disabilities, injuries or medical conditions; delivery people with trolleys.

convenient or convenience refers to ease (or not) of undertaking and/or participating in an *activity* and includes a variety of factors to measure. For example in a transport context factors include *choice*, reliability, frequency, *accessibility*, travel time, location, safety, etc

choice means ability to choose from various options

dependency means reliance, due to either habitat, behaviour, conception and/or *choice*

develop means create, expand, enlarge, build up, extend, etc

disadvantaged on grounds of either age (e.g. young or elderly), physical and/or mental health and/or economic, social and/or cultural status, and/or location (e.g. rural)

efficient or efficiency is a quantifiable measure that *reduces resource* use (especially *non renewable energy*)

equitable is to make any *activity* just and fair and especially to consider the *disadvantaged*

increase means an undertaking that produces a quantifiable and/or measurable increase/addition to existing.

integrated means connected, coordinated, considered and/or inclusive

instruction means either requiring, requesting, undertaking and/or encouraging

improve means an undertaking that produces a quantifiable and/or measurable improvement and/or addresses a concern, for example *choice*, options, *accessibility*, *mobility*, services, safety, *amenity* and/or *convenience*

mechanism means existing or future process of Council and/or other authority, either by way of resolution, by law, law and/or regulation, for example LTC and/or DA approval process, s138 activity permits, s94 contributions, s96 modifications, state regulations and/or guidelines, adopted policy and/or procedure, etc.

mobility refers to the movement of people and/or goods and can generally be measured in terms of *convenience*. Mobility is not confined to physical or mental limitations as other factors, such as age, culture, economic/social status, geographical location, etc may limit and/or influence a person's mobility due, for example, to lack of *choice* or inability to drive due to age and/or health, etc.

non-renewable energy refers to any finite energy source based on use of fossil fuels, for example oil, gas, coal, uranium, etc.

reduce means an undertaking that produces a quantifiable and/or measurable decrease and/or addresses a concern regarding choice, options, accessibility, services and/or convenience

resource can refer to time, cost, natural resources, pollution, energy (especially *non renewable*) and the like

support is any means that is deemed sufficient to provide, support and/or *improve*. Examples of *support* can include the following, which are neither mutually exclusive nor exhaustive:

- Proximity: locating in close proximity of existing services, infrastructure, etc;
- Provision: organising new and/or augmenting existing alternative transport arrangements, especially where existing services are deemed inadequate (e.g. Blues Festival);
- Promotion: e.g. via event ticket sales, general and targeted advertising, resident/visitor information, etc;
- Contribution: direct or indirect financial contribution toward new and/or existing services and/or facilities;
- *Integration*: timing, resources, impact, etc especially in regard to other projects/*activities*

sustainability is defined within Council's Management Plan as a concept that protects "environment and communities for now and the future" and "requires the successful integration and balancing of ecological, social and economic values". These three values form the "triple bottom line" and must be considered in any reporting, decision making and subsequent action or *activity.*

transport (as per Council resolution 08-776) is defined as any possible method of human or goods movement for the purposes of travelling to and from various locations within or beyond the Shire, including rail, roads, paths, pedestrian, water craft, mobility aids (e.g. wheelchairs, skateboards, scooters, gophers, etc).

TDM – according to the Canadian based Victoria Transport Policy Institute, TDM, which is also referred to as Mobility Management, is a general term for strategies that result in more efficient use of transportation resources. More details are online: http://www.vtpi.org/tdm/index.php

users refers to all existing and potential *transport* users who transport themselves, others and/or goods

6. ATTACHMENTS

Resolution 08-776

08-776 Resolved:

1. That Council:

    a)   Note outstanding resolution 06-334 and the proposal for a transport Project Reference Group contained in item 12.1.

    b)   Noting outstanding resolution 06-333 and subject to consideration by the Strategic Planning and Policy Review Committees, develop a whole of shire transport strategy and receive further advice as to the necessary level of funding to complete a transport study that informs an integrated transport plan for the Shire as it connects with regional transport networks.

    c)   Receive a progress report in March 2009 on item 2 above including the scope and relevance of previous research (eg 'Transport Management Strategy, project scope document' #589880).

2. That in this resolution transport is defined as any possible method of human movement for the purposes of travelling to and from various locations within or beyond the Shire, including rail, roads, paths, pedestrian, water craft, mobility aids (eg wheelchairs, skateboards, scooters).

3. That core community concerns requiring consideration of specific actions in the development of a low carbon polluting transport network as part of a financially, ecologically and socially sustainable transport strategy include:

    a)   a reduction in road traffic levels and congestion through the expansion of an alternative transport network throughout the shire

    b)   improved safety and residential amenity resulting from reduced road traffic

    c)   improved public transport services that connect with regional public transport networks

    d)   expansion of alternative and public transport network to hinterland areas to ensure that rural and village amenity are enhanced

    e)   increased rate of cycleway and alternative transport network development

    f)   light rail solutions, particularly in and around Byron Bay (eg town tram service)

    g)   park and ride facilities as a key part of tourism management

    h)   need for high level of integration between tourism and transport management, including how to encourage tourists to visit and move around the shire by alternative or public transport.

4. That should funding be necessary for projects referred to in item 1, it is to be sourced from any savings made from existing actions and projects made superfluous by this resolution or in the alternative from General Reserve funds.