DRAFT Byron Active Transport Plan

2024 – 2034

BYRON SHIRE COUNCIL

Acknowledgement of Country

In preparation of this document Council acknowledges the Bundjalung of Byron Bay - Arakwal People are the Traditional Custodians of the land in Byron Shire, and form part of the wider Aboriginal nation known as the Bundjalung. Byron Shire Council and the Traditional Custodians acknowledge the Tweed Byron Local Aboriginal Land Council and the Jali Local Aboriginal Land Council under the Aboriginal Land Rights Act 1983. Council also acknowledges all Aboriginal and Torres Strait Islander people who now reside within the Shire and their continuing connection to country and culture.

Contents

Introduction

The NSW Government wants walking and bike riding, known as active transport, to be the preferred way to make short trips and a viable, safe and efficient option for longer trips.

The Byron Active Transport Plan 2024 - 2034 combines insights from the Pedestrian Access and Mobility Plan (PAMP) and the Byron Shire Bike Strategy and Action Plan (Bike Plan) to better align with the Moving Byron Strategy. This unified report represents Byron Shire Council's comprehensive approach to enhancing mobility across the Shire, emphasizing the importance of pedestrian and cycling infrastructure to the community's health, environmental sustainability, and economic vitality.

The members of Council's Transport and Infrastructure Advisory Committee (TIAC) are acknowledged for their input and contribution to the PAMP and Bike Plan.

Purpose

The purpose of the Byron Active Transport Plan is to promote walking, cycling and other legal modes of active transport as methods of transport around Byron Shire.

The Active Transport Plan recognises the important role that walking and cycling have in shaping the Shire's transport network and identifies priority actions to increase active travel into the future. Byron Shire Council will plan and deliver active transport improvements in support of these objectives as well as the targets identified in the Moving Byron Strategy and any future integrated transport strategies.

In 2019 Council adopted the PAMP (Pedestrian Access and Mobility Plan) and Bike Plan which set out the Shire's priorities for walking and cycling networks. However, following the subsequent adoption of Council's Moving Byron Strategy in December 2022, these plans now require updating to better align with the objectives set out in this document as well as current community objectives.

Context

Byron Shire is a unique and picturesque part of the Northern Rivers region. It is located 800 kilometres north of Sydney, 200 kilometres south of Brisbane and is bounded by the Tweed, Lismore and Ballina LGAs.

Byron shire has a population of 35,773 and a land area of 566.7 km2. The demographics of permanent residents include:

- 18% born overseas
- 10% use a non-English language
- Majority of residents are aged between 57 and 75 (average age is 43)
- Only 5% of residents are over 75 years old
- Average household size is 2.5 people
- Most people live in a house, rather than a unit or apartment

These residents are spread across a number of distinctive towns, villages and rural environments. Despite a comparatively small population, Byron Shire has gained an international reputation with more than two million visitors each year enjoying the beautiful and respected natural environment, the creative and relaxed lifestyle and the friendly and diverse community.

Enabling tourists to safely and enjoyably experience the Shire via active transport means will be important not only for catering for potential increases in tourist numbers in the future but, importantly, for addressing climate change by promoting more environmentally-sustainable methods of transport.

In recognition of this diversity, a number of towns and villages in the Shire with comparatively high levels of pedestrian activity have been specifically included in this Active Transport Plan, including:

- Mullumbimby
- Byron Bay
- Suffolk Park
- Bangalow
- Ocean Shores, South Golden Beach, New Brighton and Billinudgel
- Brunswick Heads
- Main Arm and Federal

The characteristics of each of these localities are discussed in the respective sections below. Although there are also a number of rural locations that contribute positively to the Shire, for the practical purpose of this Active Transport Plan, these areas have not been specifically addressed as they are typically areas with less concentrated pedestrian activity.

There is currently very little active transport infrastructure in rural areas and only some of the more established towns and villages have paths connecting one another for longer distance journeys. On-road cycle lanes on the Pacific Motorway provide a key north-south cycle connection linking some of these towns and villages and also connecting further south into Ballina Shire.

As there is no rail link and limited bus services the dominant mode of transport to and around Byron Shire is motor vehicle. High levels of car dependence mean more traffic congestion on our road network, which can significantly affect our economy, lifestyle and environment. Increasing the viability of active transport options is a key part of managing these growth challenges and reducing congestion to ensure a sustainable future for our Shire.

Approach

The Integrated Planning and Reporting Framework in NSW requires all councils to adopt a suite of strategic plans. The Active Transport Plan has been developed to align with and support all relevant plans and policies at all levels of government, including the following.

Byron Shire Council Local Environmental Plan

The Byron Local Environmental Plan (LEP) is a legal document prepared by Council and approved by the State Government to regulate and guide Council's planning decisions regarding land use and development within Byron Shire. Through land zoning and development controls, the LEP is the main planning tool to shape the future of communities

and to ensure local development is done appropriately and in an environmentally sensitive manner.

Byron Shire Council Development Control Plan

The Byron Development Control Plan (DCP) is a document that provides planning and building design guidelines for new development or alterations to existing development. The purpose of the DCP is to specify Council's requirements for quality development and sustainable environmental outcomes on land in the Shire.

The Byron DCP also outlines a range of controls that apply generally to developments. These controls include, but are not limited to, Access and Mobility; Traffic Planning, Vehicle Parking, Circulation and Access; and Providing for Cyclists.

Our Byron Our Future – Our Community Strategic Plan 2028

This document outlines the collective long-term vision for Byron Shire and its residents for the next ten years. The Plan identifies a range of community objectives and supporting strategies that will help achieve this vision and also inform longer-term decision making.

Of relevance to the Bike Plan, the Plan provides an objective to have infrastructure, transport and services that meet community expectations. In support of this particular objective, three strategies were identified. These are to provide a road network which is safe, accessible and maintained to an acceptable level of service; to provide essential services and reliable infrastructure which meet an acceptable community standard; and to support, through partnership, a network of integrated sustainable transport options.

Byron Shire Residential Strategy 2041

The Residential Strategy provides a vision and framework for how we deliver future housing in our towns and villages over the next 20 years. The strategy includes a list of future land release areas within the shire. These locations are in Bangalow, Brunswick Heads, Byron Bay, Mullumbimby and Suffolk Park and are detailed in the Existing Network section under Future Growth.

Moving Byron Strategy

Council’s Moving Byron Strategy builds on the objectives outlined above and also aligns with a number of NSW state government transport planning documents.

Moving Byron sets out Council’s key transport plans and priorities for the future and how we are going to achieve them. The key themes in this document are:

1. Transport diversity that supports roads
2. Cycling, walking and active movement
3. Public transport

4. Planning for sustainable transport
5. Safe access
6. Sustainability

This document covers item 2 – Cycling, walking and active movement.

Byron Bay Town Centre Masterplan

The Byron Bay Town Centre Masterplan, which was released in 2016, presents a vision and strategy to guide the future form of Byron's Town Centre and to set out realistic actions and projects to achieve that vision. Of the six core strategies outlined in the masterplan, the Access and Movement Strategy is relevant to the Active Transport Plan. This strategy is comprised of four sub-strategies, each of which relate to a different aspect of access and mobility in Byron Bay's town centre. Sub-Strategy 4: A People Prioritised Centre outlines a number of key actions and initiatives to guide pedestrian movement in the town centre. These are:

- Establish a pedestrian prioritised core, with a comprehensive cycle network to create an active, safe and memorable town centre. This could be achieved by increasing footpath widths and crossings and introducing shared streets where pedestrians and cyclists have priority.
- Strengthen Byron Street's role as the town centre's main east to west link, connecting the Arakwal National Park through to Belongil Creek.
- Incorporate pedestrian and cycle links along the rail corridor encouraging both pedestrian and cycle movement to neighbouring areas.
- Introduce cycle hire facilities at major access points to encourage Park and Ride initiatives.
- Establish a continuous foreshore pedestrian walk that links seamlessly to the pedestrian and cycle links along the rail corridor.
- Improve pedestrian priority at intersections.
- Introduce cycle hire facilities at major access points to encourage Park and Ride initiatives.

Bangalow Village Plan

The Bangalow Village Plan was endorsed by Council in March 2019 as the plan to guide the improvement and development of Bangalow over the next 15 years. The plan outlines residents' aspirations for their village and aims to ensure that Bangalow's heritage, natural environment, village feel and sense of community are preserved and enhanced.

The 'Access and movement' theme, which is one of six in the plan, establishes a vision for Bangalow in which *the different parts of the village are connected by a network of off-road walk/cycle paths through the open space network. These provide walking and riding opportunities for people of all ages and abilities. Pedestrian safety is prioritised*.

In practical terms, this includes the provision of new pedestrian and cycle path infrastructure to create a connected network, new recreational paths along Byron Creek and the showgrounds, a new pedestrian and cycle bridge to connect the showgrounds with the sports fields, multi-use of the rail corridor, various intersection upgrades to improve safety

and convenience, and the provision of a consolidated bus stop on Byron Street close to the public school.

Our Mullumbimby Masterplan

The Our Mullumbimby Masterplan was adopted in December 2019. It was prepared in consultation with the community and the Our Mullumbimby Guidance Group.

The Plan sets out a vision and principles to guide sustainable growth and change in Mullumbimby over the next 10 years.

Its aim is to enhance the things that people love about Mullumbimby:

- The sense of community
- Inclusivity.
- Great walkability.
- Services and facilities for locals.
- Natural environment.

Federal Village Masterplan

The Federal Village Masterplan is currently being finalised by Council and will guide sustainable development in and around Federal village. The Masterplan is a visionary document created through a community-led process and contains 15 actions that are supported by four principles and a vision for the future of Federal.

Byron Arts and Industry Estate Precinct Plan

The Byron Arts and Industry Estate has evolved from a local service centre to an eclectic mix of businesses and residential uses.

While this has brought vitality to the place, it has also resulted in a number of significant issues, including traffic and access.

The Byron Arts and Industry Estate Precinct Plan has been developed to provide a framework to address these issues and build a strong platform for the future of the Estate.

The Precinct Plan shows how to connect the economy, nature, and buildings to make a sustainable, user-friendly area. This area will help future entrepreneurs.

The goals and actions are presented in five themes that cover the Estate's opportunities and challenges.

- Creative Economy
- Mobility & Access
- Environment & Climate
- Land Use
- Built Form, Character and Density.

Multi Use Rail Corridor

The Northern Rivers Rail Trail is being constructed in stages across four Local Government Areas. In the Byron Shire we are:

- Moving forward with planning and approvals for the rail trail from Mullumbimby to Crabbes Creek, and the old Byron Bay station through Bangalow to Booyong.
- Exploring funding opportunities to reactivate the Byron Shire rail corridor.

The decision to move forward with planning and approvals to implement the rail trail came at Byron Shire Council's 24 August 2023 meeting. Council also resolved to seek a lease over as much of the corridor as possible to help:

- Ensure the corridor remains in public hands.
- Enable investigation of options for diverse housing within the corridor.
- Enable the activation of unused space, infrastructure and buildings for community use.
- Allow council to receive income for trail maintenance.
- Allow environmental rehabilitation, including wildlife corridors.
- Other options for public transport.

The decision compliments a feasibility study for the 63 kms section between Yelgun and Eltham being undertaken by the Northern Rivers Joint Organisation. The Northern Rivers Joint Organisation received $481,115 from the Regional NSW – Business Case and Strategy Development Fund to conduct this study.

Council has been working with Transport for NSW (TfNSW) and Department of Regional NSW to identify funding opportunities to develop the Byron Shire rail corridor.

In November 2022, we were granted access by TfNSW to undertake essential vegetation management between Byron Bay and Mullumbimby. This will enable a detailed engineering assessment of the existing rail infrastructure.

We are seeking funding from both State and Federal Government for these activities.

Existing Network

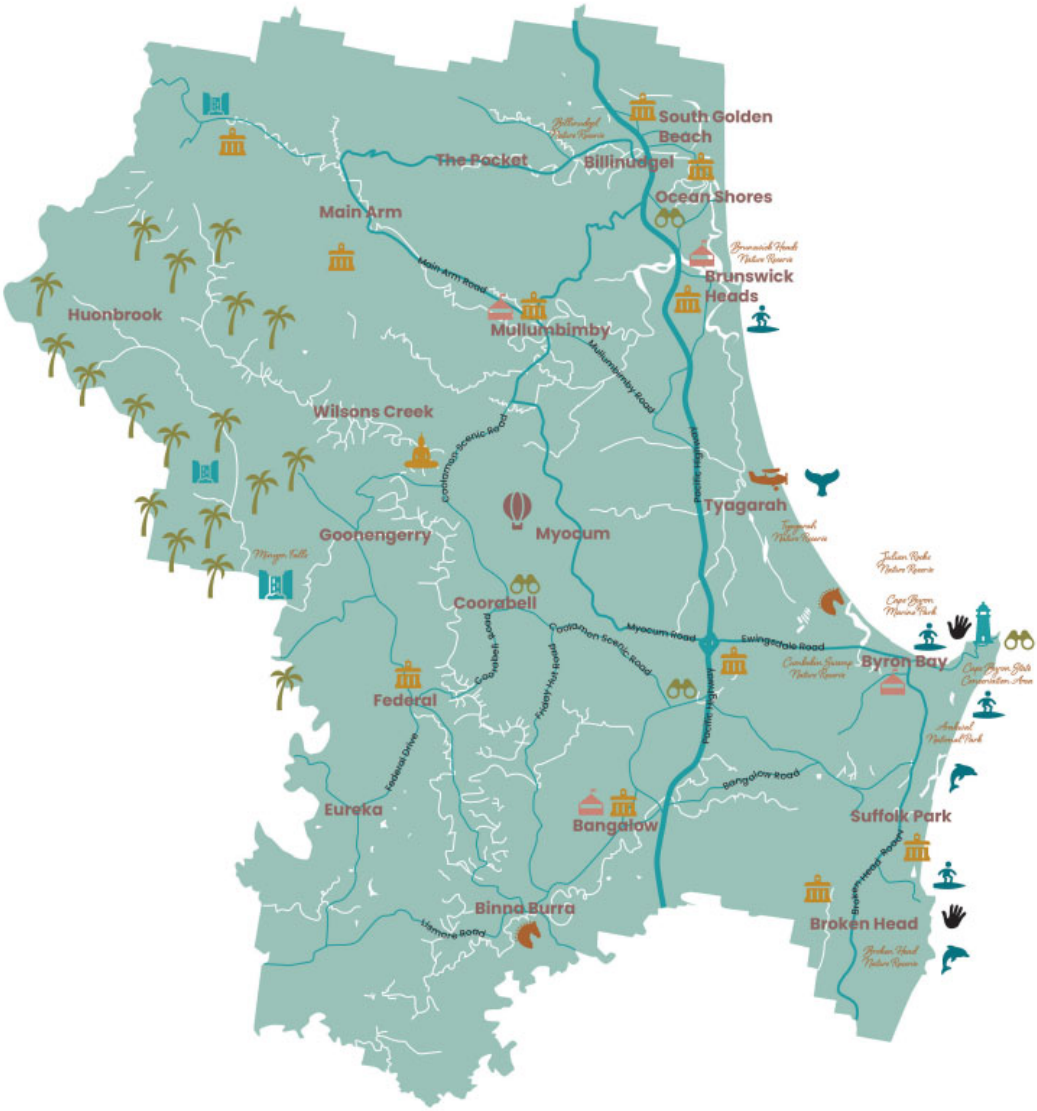


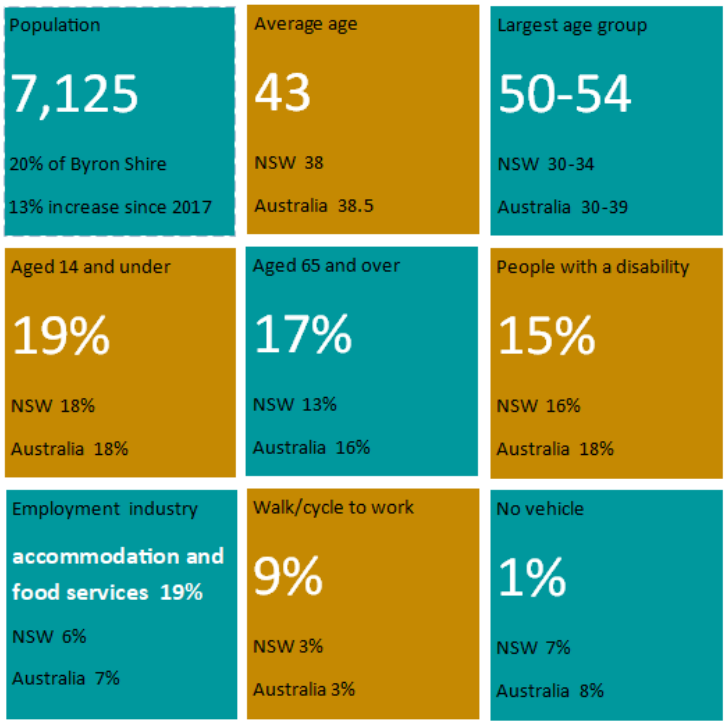
Figure 1: Byron shire map

Bangalow

Bangalow is a picturesque and dynamic rural community situated in the southern part of the Shire, known for its environmental, cultural, and architectural significance. Its strategic location near the Pacific Motorway and Byron Creek, alongside its division by Bangalow Road and the disused Casino to Murwillumbah rail line (east-west) and Granuaille Road (north-south), enhances its accessibility and appeal. The town's vibrant arts and crafts scene acts as a significant draw for visitors, emphasizing its reputation as a thriving tourist destination.

The Bike Plan and the Pedestrian Access and Mobility Plan (PAMP) have highlighted Bangalow's active transportation infrastructure. Key community profile statistics underscore

the town's exceptional walkability, evidenced by a higher proportion of residents walking to work compared to regional, state, and national averages. This trend is attributed to the walkable nature of Bangalow's town centre, its proximity to residential zones, and the availability of diverse local employment opportunities, mirroring patterns observed in nearby Byron Bay and Mullumbimby. This emphasis on pedestrian accessibility not only reflects the community's lifestyle but also contributes to its environmental sustainability and social vibrancy.



Data courtesy of Australian Bureau of Statistics and Profile ID

Figure 2: Bangalow region demographics (including Ewingsdale, Federal and Eureka)

EXISTING ACTIVE TRANSPORT NETWORK

In Bangalow, the pedestrian network primarily revolves around high-traffic areas such as the town centre on Bangalow Road, extending north, east, and south to cater to the residential zones. Key pedestrian pathways include an uninterrupted spine along Granuaille Road north across the rail line, providing vital town centre access from the Pacific Motorway, particularly for heavy vehicles. While this spine facilitates direct access, its connectivity to nearby residential zones is hindered by a scarcity of intersecting paths, particularly to the west of Bangalow, where residential areas remain isolated from the broader network.

Cycling infrastructure in Bangalow is sparse, with limited dedicated cycle paths located on Rankin Drive in the north, surrounding the sports fields in the east, and along Parrot Tree Place in the west. Significantly, there is a lack of cycle paths along Bangalow Road, a critical gap given its high pedestrian, parking, and traffic activity. The division of the town by heavily trafficked corridors, such as Bangalow Road and Granuaille Road, poses challenges to

cyclist movement and safety. However, the new shared path on Deacon Street provides a safer route around the town centre for cyclists and pedestrians.

NETWORK QUALITY AND ACCESSIBILITY

One of Bangalow's strengths – its varied topography which offers sweeping views over the surrounding countryside – is also one of its key constraints for accessibility. This places a greater emphasis on providing a network of paths that enable pedestrian route choice and that help those with mobility impairments avoid large variances in elevation, as well as on enhancing the quality of existing paths for use by more vulnerable users.

Bangalow includes a mix of newer and more established residential areas and the path quality and level of accessibility generally reflects this. Paths in newer areas are generally wider and have a higher quality surface, while paths in more established residential areas are often narrower with worn and uneven surfaces. This is particularly evident along Granuaille Road, Byron Street between Station Lane and Byron Creek, and along Market Street adjacent Bangalow Public School. Despite the variation in path quality across Bangalow, the presence of kerb ramps on most paths as they intersect with roads significantly improves the level of service and accessibility. This could be improved further with the provision of new and/or upgraded crossings appropriate to the needs of more vulnerable users. This is particularly important along Bangalow Road and Granuaille Road as they are heavily trafficked road corridors that impact on pedestrian movement and accessibility in Bangalow.

PASSENGER TRANSPORT

There are currently three public bus routes which service Bangalow and surrounds. These are:

- **610:** Byron Bay to Lismore
- **641:** Byron Bay to Ballina via Bangalow
- **641X:** Byron Bay to Lismore via Bangalow, Clunes and Bexhill.

Each of these services stop at the existing on-road bus stop on Station Street, south of Byron Street. This is a central location close to shops, restaurants and other facilities along Byron Street, which is directly serviced by existing pedestrian paths and crossings. It is important that any future bus stops are integrated with the path network, supported by other pedestrian facilities (for example, crossings), and of sufficient width to allow safe and efficient movement of pedestrians and boarding/alighting bus passengers.

In addition to these local services, longer distance regional coach services extend along the east coast from Brisbane to Grafton and inland from Byron Bay and Ballina West to Casino, servicing Bangalow.

The passenger transport network is also comprised of one transport operator which provides a shuttle between Bangalow, Brisbane Airport and Casino.

CRASH HISTORY

There have been a total of four pedal and pedestrian crashes recorded between 2018 and 2022 as follows:

- In 2019 a cyclist was moderately injured when they were side swiped by a car heading north on Hinterland Way, north of the intersection with Byron Bay Road.
- In 2019 a pedestrian sustained a minor injury when they were hit by a car when crossing Byron Street, near the Station Street intersection.
- In 2020 a skateboarder sustained a serious injury when they were hit from behind by a car on Lismore Road (near Dudgeons Lane). The skateboarder was on the road.
- In 2021 a jogger sustained a minor injury when they were hit from behind by a car on Deacon Street. The jogger was on the road.

This analysis indicates a pressing need for enhanced pedestrian and cycling infrastructure in Bangalow, especially to improve connectivity in underserved residential areas and along key corridors such as Bangalow Road. Addressing these gaps could significantly enhance safety and accessibility for both pedestrians and cyclists, fostering a more connected and safer community environment. Despite the low incidence of crashes, the identified infrastructural deficiencies highlight opportunities for local government interventions aimed at improving pedestrian and cyclist networks within the town.

FUTURE GROWTH

The following locations have been identified as future land release areas in the Byron Shire Residential Strategy 2041.

BANGALOW	
Location	**Max dwelling yield**
57 & 68 Rankin Dr and Granuaille Cr	37
Ballina Rd	39
31 Ballina Rd	16
Ballina Rd	500

ISSUES AND OPPORTUNITIES

Table 1: Bangalow Summary of Existing Issues and Opportunities

Issues	Opportunities
• Bangalow Road forms a barrier for access between residential areas to the north and south. Pedestrians and cyclists required to cross road • High volume of vehicles in close proximity to pedestrians and areas of high pedestrian activity, particularly on Bangalow Road	• Established town centre with high pedestrian activity and connected active transport network • A number of existing attractors and residential areas are located within close proximity of the town centre (including Bangalow Sports Fields)

• High number of tourists unfamiliar with local area • Limited existing active transport network, particularly to the west and no connectivity to the Pacific Highway • Undulating topography across the town may impact mobility • Paths in more established areas generally poorer quality and less accessible • Visibility of pedestrians and cyclists restricted by parallel parked cars in the town centre (along Bangalow Road)	• Proximity to disused rail corridor and potential reuse as an active transport route • Established culture of walking with above average proportion of residents who walk to work • Newer residential areas generally have higher quality and more accessible paths • Kerb ramps located on most crossings and intersections

Brunswick Heads

Brunswick Heads, affectionately known as Brunz, is positioned at the Brunswick River's mouth, epitomizing the charm of an idyllic seaside village. This town is renowned for its direct access to unspoiled beaches, waterways, and nature reserves, offering a blend of traditional coastal village appeal with a progressively vibrant town centre. The area is a hub of activity, featuring popular cafes, restaurants, specialty shops, and various accommodation options. The local community is notably vibrant and deeply engaged in the town's future, actively participating in its planning and development to ensure it retains its unique character while meeting future needs.

In light of Brunswick Heads' distinct community profile and geographical layout, two significant study areas have been delineated for focused infrastructural planning. Both study areas were critical for understanding the current and future infrastructure requirements of Brunswick Heads, with specific emphasis on enhancing mobility and accessibility for residents and visitors alike.

Community engagement were cornerstones of the planning process for both the Bike Plan and PAMP, which have now been combined into this Active Transport Plan. Such consultation was crucial to align proposed infrastructure projects with community expectations and to ensure that these initiatives will serve the best interests of both the community and Council.

Additionally, Brunswick Heads stands out for its high rate of residents walking to work, surpassing regional, state, and national averages. This trend highlights the town's effective integration of residential and commercial areas, a wide range of local employment opportunities, and the comprehensive existing footpath network, facilitating a highly walkable and active town centre.

Given these dynamics, Brunswick Heads presents a unique opportunity for targeted infrastructure enhancements to support and encourage its already active lifestyle. Future planning and design efforts will need to be closely coordinated with the community to maintain the town's cherished atmosphere while strategically improving its transport and mobility infrastructure.

Population	Average age	Largest age group
9,284	44	45-49
26% of Byron Shire	NSW 38	NSW 30-34
6% increase since 2017	Australia 38.5	Australia 30-39
Aged 14 and under	**Aged 65 and over**	**People with a disability**
16%	17%	19%
NSW 18%	NSW 13%	NSW 16%
Australia 18%	Australia 16%	Australia 18%
Employment industry	**Walking/cycling to work**	**No vehicle**
accommodation and food services 16%	5.5%	3%
NSW 6%	NSW 3%	NSW 7%
Australia 7%	Australia 3%	Australia 8%

Data courtesy of Australian Bureau of Statistics and Profile ID

Figure 3: Brunswick region demographics (including Ocean Shores, Billinudgel, South Golden Beach and New Brighton)

EXISTING ACTIVE TRANSPORT NETWORK

Brunswick Heads boasts an extensive active transport network, with the majority of its road system complemented by various forms of path infrastructure. This network affords pedestrian access to nearly all commercial zones, key attractions, and the bulk of residential areas within the town. However, the existing footpaths, particularly in residential zones, are generally around 1 meter in width and exhibit signs of wear, indicating a need for upgrades in quality and size to meet current standards and expectations.

Pedestrian access to the beach and eastern residential zones is facilitated by two main connections. The first, a pathway on the South Beach Road vehicle bridge, is noted for its narrowness and lacks continuous pedestrian pathways at the eastern terminus, which impedes direct access to the beach. The second, a dedicated pedestrian bridge at the eastern end of Fingal Street near Terrace Park, provides a more satisfactory route to the beach area.

The study area also includes a number of cycle paths, with the Pacific Motorway's wide shoulders allowing for northbound and southbound cycling. Additional on-road and shared cycle paths enhance connectivity within Brunswick Heads and to neighbouring areas. Nevertheless, these paths do not offer a comprehensive network, particularly for cyclists aiming to move between the town centre, the beach, and western residential areas without

entering traffic lanes or using narrow road shoulders, highlighting a gap in dedicated cycling infrastructure.

NETWORK QUALITY AND ACCESSIBILITY

Despite an extensive active transport network, the quality of existing paths and the level of service and accessibility for more vulnerable users could be improved. Some of the key issues include narrow or variable path widths; poor quality surfaces; gaps in the network; lack of kerb ramps and other supporting infrastructure; and unsuitable or missing crossing facilities.

Considering the ageing population, the comparatively high proportion of residents needing assistance with core activities and the large number of tourists that visit Brunswick Heads every year, addressing these existing accessibility issues will be a key driver for the Active Transport plan.

PASSENGER TRANSPORT

There are currently three public bus routes which service Brunswick Heads and surrounds. These are:

- **S430:** Billinudgel to Brunswick Heads via Ocean Shores
- **610:** Byron Bay to Lismore
- **645:** Ocean Shores to Byron Bay via Brunswick Heads and Mullumbimby

Longer distance regional coach services extend along the east coast from Brisbane to Grafton and inland from Byron Bay and Ballina West to Casino, servicing Brunswick Heads.

Each of these services stop in the centre of Brunswick Heads at an existing on-road bus stop on Park Street, north of Fingal Street. This is located close to shops, restaurants and other facilities and is directly serviced by a network of existing pedestrian paths. In addition, route 645 stops on Old Pacific Highway, south of the town centre and route S430 stops at Tweed Street, north of Fingal Street.

Dedicated pedestrian facilities to support boarding and disembarking bus passengers in these locations are currently limited. It is important that existing and planned bus stops in Brunswick Heads are integrated with and supported by the path network and any other pedestrian facilities (for example, crossings). Outside of the public bus service, passenger transport options in Brunswick Heads are currently limited.

CRASH HISTORY

Between 2018 and 2022, there were two cyclist crashes reported in Brunswick Heads, both on Tweed Street, including:

- In 2020, a cyclist heading south on the Tweed Street footpath and was hit by a car heading west when crossing Veterans Lane. The cyclist sustained a minor injury.

- In 2022, a cyclist was heading north on Tweed Street and turning right onto Fingal Street. They were hit by a car heading west on Fingal Street and turning right onto Tweed Street. The cyclist received minor injuries.

This analysis emphasizes the need for strategic enhancements to both pedestrian and cycling infrastructure in Brunswick Heads to improve safety, connectivity, and the overall quality of the network. Prioritizing upgrades to footpath quality and width in residential areas, ensuring continuous pedestrian access to key destinations like the beach, and developing dedicated cycle paths to better connect the town centre with outlying areas are critical steps toward fostering a safer, more accessible, and user-friendly environment for residents and visitors alike.

FUTURE GROWTH

The following locations have been identified as future land release areas in the Byron Shire Residential Strategy 2041.

BRUNSWICK HEADS	
Location	**Max dwelling yield**
172 & 166 Tweed St & 66 The Saddle Rd	126
125 Tweed St	61 pods
The Saddle Rd Site B1	800
The Saddle Rd Area 17	644
Wallum estate	126

ISSUES AND OPPORTUNITIES

Table 2: Brunswick Heads Summary of Existing Issues and Opportunities

Issues	Opportunities
• Some gaps in existing walk and roll network, particularly to provide access to beach • Variable path width, poor surface quality and lack of kerb ramps negatively affects accessibility • Tweed Street forms a barrier for access between residential areas to the west and the town centre in the east. Pedestrians required to cross road at limited formal locations to access the two areas	• Existing compact and walkable town centre with residential areas within close proximity • Easy navigation and legibility due to street grid design • Existing high rates of pedestrian activity and established culture of walking with above average proportion of residents who walk to work • Topography generally conducive to pedestrian movements for all ages and abilities • Proximity to key attractors and natural assets (for example, beaches) to support recreational walks • Several existing attractors are located within walking distance of the town centre

Byron Bay

Byron Bay, an iconic coastal town renowned for its low-density urban environment, compact and walkable commercial centre, remains a prime destination attracting both domestic and international visitors. The town has successfully preserved its engaged local community spirit and a harmonious relationship with the natural surroundings. This Plan focuses on the study areas within Byron Bay's western, central, and southern regions. These areas are integral to understanding the town's active transport framework and community profile.

The Active Transport study areas cover overlapping regions of Byron Bay, highlighting the town's commitment to fostering a walkable and cyclable urban landscape. These study areas offer a glimpse into the community's demographic and transport patterns. Importantly, the central area of Byron Bay, which is the most densely populated, stands out for its high rates of walking to work—approximately double the averages seen at regional, state, and national levels. This strong inclination towards walking among residents underscores a significant opportunity for enhancing the town's active transport network.

Leveraging Byron Bay's existing active transport culture, especially in the compact central area, presents a solid foundation for expanding and improving infrastructure to support walking and cycling. The community's preference for walking, combined with Byron Bay's environmental ethos, offers an excellent basis for encouraging an even greater shift towards sustainable and active modes of transportation. Strengthening the active transport network in Byron Bay will not only support the town's environmental goals but also enhance the quality of life for both residents and visitors, ensuring the preservation of its unique character amidst growing tourism and development pressures.

Population	Average age	Largest age group
10,911	39	30-34
31% of Byron Shire	NSW 38	NSW 30-34
5% increase since 2017	Australia 38.5	Australia 30-39
Aged 14 and under	**Aged 65 and over**	**People with a disability**
14%	17%	14.5%
NSW 18%	NSW 13%	NSW 16%
Australia 18%	Australia 16%	Australia 18%
Employment industry	**Walking/cycling to work**	**No vehicle**
accommodation and food services 33%	16%	5%
NSW 6%	NSW 3%	NSW 7%
Australia 7%	Australia 3%	Australia 8%

Data courtesy of Australian Bureau of Statistics and Profile ID

Figure 4: Byron region demographics (including Suffolk Park)

EXISTING ACTIVE TRANSPORT NETWORK

This report provides a comprehensive analysis of the current state of Byron Bay's cycling and pedestrian networks, identifying key areas of connectivity and safety across the western, central, and southern regions.

Western Byron Bay

The primary active transport pathway in the western part extends from Myocum Road near the Pacific Motorway to the township of Byron Bay. Despite being a crucial link, this shared path has gaps that disrupt the network's overall connectivity and user safety. The path's location alternates between the northern and southern sides of Ewingsdale Road, necessitating frequent crossings of this busy roadway, which poses risks and inconvenience. The industrial areas in the west currently suffer from limited access to a cohesive cycle and pedestrian network, highlighting a significant area for future development.

Central Byron Bay

In the town centre, the absence of shared or on-road cycle paths presents safety risks for cyclists, forcing them to navigate through vehicle and pedestrian traffic, thereby limiting safe connectivity across Byron Bay. However, the Butler Street on-road cycle lane provides a valuable alternate route for cyclists. Conversely, the central area benefits from a relatively well-connected active transport network, providing access to commercial areas, beaches, schools, and recreational routes like the Cape Byron Walking Track. However, a substantial portion of the town's residential zones has restricted access to a fully integrated active transport network, signalling a need for enhancement.

Southern Byron Bay

The southern region features a shared cycle/pedestrian path connecting the town's centre with Suffolk Park, acting as the primary north-south corridor along the eastern side of Bangalow Road/Broken Head Road. The lack of cross-links to adjacent residential areas and the necessity for west-side residents to cross a busy roadway for access underscore the pressing need for network improvements.

NETWORK QUALITY AND ACCESSIBILITY

Perhaps somewhat reflective of the current level of connectivity in Byron Bay, the quality and accessibility of the active transport network could be improved. Some of the key issues affecting the quality and accessibility of the existing network include poor quality surfaces; tree roots, dirt and other debris; lack of pedestrian access between residential, industrial, commercial and recreational areas; lack of kerb ramps and other supporting infrastructure; unsuitable or missing crossing facilities; mixing of cyclists and pedestrians in inappropriate locations without suitable infrastructure (for example, wide paths, signs); and parked cars restricting pedestrian movements. As with Mullumbimby, this results in a low level of service for pedestrians and negatively affects the experience and use of the network for vulnerable

users. Addressing these existing accessibility issues will be a key driver for this Active Transport Plan.

PASSENGER TRANSPORT

There are currently eight public bus routes which service Byron Bay and surrounds. These are:

- **610:** Byron Bay to Lismore
- **637N:** Byron Bay to Arts & Industry Estate via Sunrise Beach
- **637S:** Byron Bay to Sunrise Beach via Arts and Industry Estate (loop service)
- **640:** Mullumbimby to Ballina via Byron Bay, Suffolk Park and Lennox Head
- **640X:** Byron Bay to Lismore via Lennox Head & Ballina
- **641:** Byron Bay to Ballina via Bangalow
- **641X:** Byron Bay to Lismore via Bangalow, Clunes & Bexhill
- **645:** Ocean Shores to Byron Bay via Brunswick Heads & Mullumbimby

Although these services provide access to different parts of Byron Bay, each service stops at the Byron Bay Interchange located on Butler Street. This area currently serves as both a hub for bus movements to/from Byron Bay and a main pedestrian meeting point and thoroughfare. Providing appropriate pedestrian facilities to enable residents and visitors to access the bus network at this location and at other stops across Byron Bay is critical. This is particularly relevant given the large number of visitors to Byron Shire every year and the current role of Byron Bay specifically as the main point of arrival and departure for visitors. This will be an important consideration when planning pedestrian facilities to service new bus infrastructure.

In addition to these local services, longer distance regional coach services extend along the east coast from Brisbane to Grafton and inland from Byron Bay and Ballina West to Casino, servicing Byron Bay.

The passenger transport network is also comprised of one transport operator which provides community transport services between Byron Bay, Ballina and Tweed, one taxi operator which services the Byron Bay area, one car hire provider within Byron Bay and an airport bus service which operates shuttles between Byron Bay and Gold Coast and Ballina airports.

CRASH HISTORY

In the five years between 2018 and 2022, Byron Bay witnessed a total of 29 cyclist crashes, which is a reduction from 36 in the previous 5 year period. These incidents predominantly occurred along major roads and areas of high traffic and pedestrian activity, such as Bangalow Road and Jonson Street.

Common contributing factors identified were poor visibility or awareness between motorists and cyclists, especially at driveways and intersections; constrained road space creating pinch points; cyclists utilizing footpaths; non-compliance with road crossing protocols; and errors by both cyclists and motorists.

In the same period, there were 15 pedestrian crashes, which is half the number reported in the previous five year period. These incidents predominantly occurred along major roads and areas of high traffic and pedestrian activity, such as Lawson Street and Jonson Street.

The predominant causes mirrored some of those affecting cyclists, including poor visibility and limited motorist awareness, particularly during parking manoeuvres; jaywalking; pedestrians walking close to roadways; and general errors by both motorists and pedestrians.

The drop in the number of incidents could be due to the completion of a number of shared paths such as Butler Street, Bangalow Road/Broken Head Road, Tennyson Street and Ewingsdale Road.

This analysis shows the need for targeted interventions to enhance road safety in Byron Bay. Addressing the identified causes through improved infrastructure—such as better visibility at conflict points, dedicated cycling lanes, enhanced pedestrian crossings, and public awareness campaigns about road safety—could continue to reduce the incidence of both pedestrian and cyclist crashes.

FUTURE GROWTH

The following locations have been identified as future land release areas in the Byron Shire Residential Strategy 2041.

BYRON BAY	
Location	**Max dwelling yield**
Ewingsdale Road	21
Bangalow Rd	8
139 Bangalow Road	20
Harvest estate, Ewingsdale Road	147

ISSUES AND OPPORTUNITIES

Table 3: Byron Bay Summary of Existing Issues and Opportunities

Issues	Opportunities
• High volume of vehicles in close proximity to pedestrians and areas of high pedestrian activity • High number of tourists unfamiliar with local area • Gaps in existing active transport network, especially along key routes and to, from and within residential and industrial areas • Generally poor network quality with low level of accessibility for vulnerable users	• Existing compact town centre with residential areas within close proximity • Existing high rates of pedestrian activity and established culture of walking with above average proportion of residents who walk to work • Topography generally conducive to pedestrian and cyclist movements for all ages and abilities

	• Proximity to key attractors and natural assets (for example, beaches) to support recreational walks • Easy navigation and legibility due to street grid design • Cyclists able to use local (residential) road network due to reduced number of vehicles travelling at slower speeds

Ocean Shores, South Golden Beach, New Brighton and Billinudgel

Ocean Shores, South Golden Beach, New Brighton, and Billinudgel are predominantly residential coastal suburbs situated to the north of Byron Shire, each with its own distinct characteristics. New Brighton and South Golden Beach offer beachside living, while Ocean Shores and Billinudgel are inland communities flanking the Pacific Motorway. Billinudgel distinguishes itself with a small-town centre, featuring a classic Australian country pub and several industrial trade outlets, unlike its more residentially focused neighbours.

The primary hub of community and commercial facilities is located in Ocean Shores, particularly along Rajah Road. This area is home to the Ocean Village Shopping Centre, Ocean Shores Medical Centre, and Ocean Shores Community Centre, serving as the main local attractors. In contrast, the other suburbs mainly offer facilities that meet the residents' basic needs, such as schools and community centres, with no significant central attractor outside Ocean Shores.

Analysis highlights a lower than average walk-to-work rate among the combined areas of Ocean Shores, South Golden Beach, and New Brighton, when compared to regional, state, and national averages. This trend might be attributed to a lack of infrastructure, an older population demographic, the inclusion of rural zones in the survey data, and a scarcity of local employment opportunities, which also impacts the utility and demand for pedestrian and cycling infrastructure.

Incorporating this data into Byron’s Active Transport planning efforts is crucial for understanding the specific needs of these northern Byron Shire communities. Developing targeted strategies to enhance pedestrian and cycling infrastructure could significantly improve local mobility, access to essential services, and overall community well-being, considering the unique characteristics and needs of each suburb.

Population	Average age	Largest age group
9,284	44	45-49
26% of Byron Shire	NSW 38	NSW 30-34
6% increase since 2017	Australia 38.5	Australia 30-39
Aged 14 and under	**Aged 65 and over**	**People with a disability**
16%	17%	19%
NSW 18%	NSW 13%	NSW 16%
Australia 18%	Australia 16%	Australia 18%
Employment industry	**Walking/cycling to work**	**No vehicle**
accommodation and food services 16%	5.5%	3%
NSW 6%	NSW 3%	NSW 7%
Australia 7%	Australia 3%	Australia 8%

Data courtesy of Australian Bureau of Statistics and Profile ID

Figure 5: Brunswick region demographics (including Ocean Shores, Billinudgel, South Golden Beach and New Brighton)

EXISTING ACTIVE TRANSPORT NETWORK

The existing active transport network across Ocean Shores, South Golden Beach, New Brighton, and Billinudgel, outlines a series of pedestrian and shared cycle paths that facilitate connectivity between these suburbs, albeit with notable limitations and gaps. The pedestrian network features key links, such as the footpath along Rajah Road to Brunswick Valley Way and several routes in South Golden Beach that connect to various points, including Brunswick Valley Way and New Brighton. However, these connections are hindered by discontinuities within and between the areas, particularly in South Golden Beach and along Wilfred Street in Billinudgel, affecting the network's overall cohesion and functionality.

The cycle network is characterized by its reliance on the Pacific Motorway and shared paths that provide inter-suburban connections. While continuous cycle access is available between certain areas, such as Billinudgel to South Golden Beach and onwards to New Brighton, Ocean Shores exhibits a more restricted cycle network with limited on-road paths and a lack of dedicated pathways to key attractors. Moreover, Billinudgel and the broader region suffer from inadequate provisions for longer-distance cycling, especially on routes like The Pocket Road, which lacks the necessary infrastructure to support safe cycling.

NETWORK QUALITY AND ACCESSIBILITY

Ocean Shores is a comparatively new development area though the active transport network is currently limited and, for the most part, narrow. Despite this, the paths that do exist have good quality surfaces with kerb ramps located along each road intersection to improve the level of service for mobility impaired users. Providing a more extensive and higher quality active transport network in Ocean Shores will go some way towards improving the overall level of service and accessibility. However, the undulating topography that provides such spectacular views may undermine broader network accessibility for mobility impaired users.

Although limited, the existing active transport network in South Golden Beach is currently of a high quality with wide paths, smooth and even surfaces and kerb ramps. Expanding this network to complete missing links and better connect residential areas will significantly help to improve the level of service and accessibility in the future.

The existing shared cycle/pedestrian path that currently bisects New Brighton provides a fair level of service for more vulnerable users as the path is generally wide and the surface quality is good. Path quality is reduced in select locations, however, due to the presence of leaf litter and sand. This is particularly evident along New Brighton Road between Redgate Road and Byron Street (leaf litter) and along The Esplanade, north of Strand Avenue (sand). Undertaking regular maintenance will help to ensure the path is suitable for all users.

Accessibility in Billinudgel is currently poor despite the presence of a wide shared path along one part of Wilfred Street. This low level of service is largely due to the discontinuity of the network and general lack of paths. Addressing these existing accessibility issues will be a key driver for this Active Transport plan.

PASSENGER TRANSPORT

There are currently five public bus routes which service Ocean Shores, South Golden Beach, New Brighton and Billinudgel, namely:

- **645:** Ocean Shores to Byron Bay via Brunswick Heads & Mullumbimby
- **S427:** Ocean Shores to Billinudgel via Brunswick Heads & Ocean Shores Schools
- **S429:** Billinudgel to Emmanuel Anglican College & North Ballina via Pacific Mwy
- **S430:** Billinudgel to Brunswick Heads via Ocean Shores
- **S457:** Brunswick Heads Public to Billinudgel via Ocean Shores

These bus services stop at multiple locations across Ocean Shores, South Golden Beach, New Brighton and Billinudgel, often with limited infrastructure available (bus stops, waiting areas, paths, crossings, etc.) to support boarding and alighting bus passengers. As mentioned earlier, providing appropriate pedestrian facilities to enable residents and visitors to access the bus network is important as it improves safety, practicality and the integration of different transport modes. This has the potential to improve the overall attractiveness of public transport use and to provide further transport alternatives in order to reduce reliance on private vehicle use. This is particularly relevant in Ocean Shores where the hilly topography could affect rates of walking and rolling.

In addition to these local services, longer distance regional coach services extend along the east coast from Brisbane to Grafton and inland from Byron Bay and Ballina West to Casino, servicing Ocean Shores and Billinudgel.

The passenger transport network is also comprised of one transport operator which provides a shuttle between Brisbane Airport and Casino.

CRASH HISTORY

Safety data from 2018 to 2022 shows a total of three cyclist crashes within Ocean Shores and South Golden Beach, occurring near higher-traffic roads, pointing to a mix of motorist negligence and cyclist error as primary causes. Despite these incidents, a declining trend in cyclist crashes since 2015 suggests improvements in safety or changes in usage patterns.

Only one crash involving a pedestrian was recorded during this time period and it occurred on the Pacific Highway, north of Wilfred Street, outside of Council's jurisdiction.

ISSUES AND OPPORTUNITIES

Table 4: Ocean Shores, South Golden Beach, New Brighton & Billinudgel Summary of Existing Issues and Opportunities

Issues	Opportunities
• Many gaps in existing active transport network • Low proportion of residents who walk or cycle to work • Undulating topography, particularly in Ocean Shores, may impact on mobility • Paths in Billinudgel generally poorer quality and less accessible • The Pacific Motorway forms a barrier for pedestrian access between beachside and inland localities	• Some existing key pedestrian and cyclist routes that link different suburbs. Provides spines from which the active transport network could be expanded • Newer residential areas generally have higher quality and more accessible paths • Existing co-location of major attractors (shopping centre, medical centre, and community centre) in Ocean Shores • Good access across the Pacific Motorway to inland areas

Main Arm, Federal and Eureka

Main Arm, Federal, and Eureka are identified as small inland villages situated in the western part of the Shire, offering basic amenities including general stores, community halls, dining options, and accommodation to both locals and visitors.

The assessment of the existing active transport network within Main Arm and Federal reveals significant limitations. These limitations hinder the ability of pedestrians, especially those with mobility impairments, to navigate safely and efficiently through these villages. Moreover, the analysis highlights a complete absence of cycling facilities in both Main Arm and Federal, pointing towards a gap in infrastructure that fails to support cyclists.

The Federal Village Masterplan will further assist in the development of an active transport network for this area.

This overview suggests an urgent need to consider infrastructure development projects aimed at enhancing the active transport networks in these villages. Improving such networks would not only cater to the needs of residents and visitors with mobility impairments but also encourage active transportation modes, contributing to the overall well-being of the community and the environment.

Mullumbimby

Mullumbimby is a unique, inclusive and relaxed town that is bisected by the Brunswick River and set against a picturesque mountain backdrop. It is a key centre servicing the needs of both town residents and the surrounding rural areas. The heart of Mullumbimby is its community and its strength, optimism and ability to foster local enterprise and achieve practical solutions to pressing issues.

Population 9,003 25% of Byron Shire 6% increase since 2017	Average age 45 NSW 38 Australia 38.5	Largest age group 50-54 NSW 30-34 Australia 30-39
Aged 14 and under 17% NSW 18% Australia 18%	Aged 65 and over 21% NSW 13% Australia 16%	People with a disability 19% NSW 16% Australia 18%
Employment industry **accommodation and food services 15%** NSW 6% Australia 7%	Walking/cycling to work 8% NSW 3% Australia 3%	No vehicle 3% NSW 7% Australia 8%

Data courtesy of Australian Bureau of Statistics and Profile ID

Figure 6: Mullumbimby region demographics (including Main Arm)

EXISTING ACTIVE TRANSPORT NETWORK

The current state of Mullumbimby's pedestrian and cycle network provides a solid foundation for both accessibility within the town and potential for future expansion, despite noticeable gaps and limited infrastructure in specific areas. The town's active transport network is well-developed around its core commercial area, extending to key residential zones and natural attractions such as the Brunswick River and Mullumbimby Creek. This network mainly runs

adjacent to roads, facilitating access to the majority of the town's central and surrounding residential areas, schools, and other attractors. However, connectivity challenges exist, particularly to the east and northwest, where footpath infrastructure is lacking.

On the cycling front, Mullumbimby hosts an on-road cycle path network concentrated within the town centre, providing a good basis for expanded connectivity. These paths offer partial linkage to the shared path network but fall short in extending accessibility into the broader residential areas to the north, south, and east. The existing shared paths support off-road movements between the town centre and specific residential zones, though their utility is compromised by gaps in the network and inconsistent path locations across roads. Currently, cyclists often resort to on-road cycling amidst traffic or using existing footpaths due to the absence of dedicated cycle paths, especially for longer-distance connections to nearby towns and rural communities. This scenario is more pronounced on highly trafficked and narrow roads surrounding Mullumbimby, which lack dedicated cycling infrastructure.

NETWORK QUALITY AND ACCESSIBILITY

There is currently room for improvement in the quality of the existing active transport network in Mullumbimby. In particular, there are issues including narrow paths; poor quality surfaces; dirt and other debris; short gaps in the established network; lack of kerb ramps and other supporting infrastructure (for example, tactile ground surface indicators for visually impaired users); unsuitable or missing crossing facilities; mixing of cyclists and pedestrians in inappropriate locations without suitable infrastructure (for example, wide paths, signs); and parked cars restricting pedestrian movements. Overall, this results in a low level of service for pedestrians and, importantly for children, the elderly and those with visual/mobility impairments, has direct implications for the accessibility of the network.

The severity of these issues is compounded further by the demand for accessible infrastructure due to the ageing population and the comparatively high proportion of residents needing assistance with core activities.

Addressing these existing accessibility issues will be a key driver for the Byron Active Transport Plan.

PASSENGER TRANSPORT

There are currently three public bus routes which service Mullumbimby and surrounds. These are:

- **610**: Byron Bay to Lismore
- **640**: Mullumbimby to Ballina via Byron Bay, Suffolk Park and Lennox Head
- **645**: Ocean Shores to Byron Bay via Brunswick Heads & Mullumbimby

These services stop at different locations across Mullumbimby and the amount and type of infrastructure available to support boarding and alighting bus passengers varies. Providing appropriate pedestrian facilities to enable residents and visitors to access the bus network is important as it improves safety, practicality and the integration of different transport modes. This has the potential to improve the overall attractiveness of public transport use to, from

and within Mullumbimby and to provide further transport alternatives in order to reduce reliance on private vehicle use.

In addition to these local services, longer distance regional coach services extend along the east coast from Brisbane to Grafton and inland from Byron Bay and Ballina West to Casino, servicing Mullumbimby.

The passenger transport network also includes one taxi operator which services the Mullumbimby area. Contrary to buses which have fixed stops, taxis pick-up and drop-off where required. The primary challenge, therefore, is largely around the provision of pedestrian facilities (e.g. paths) in locations that enable users to access taxis safely and conveniently.

CRASH HISTORY

A total of seven crashes involving pedestrians were recorded between 2018 and 2022 in Mullumbimby. Six crashes occurred in the town centre within close proximity to roadways and existing footpaths. The intersections off Burringbar Street are of particular interest as four of the crashes occurred at these locations.

In addition, there were six cyclist crashes from 2018 to 2022, most occurring along the main traffic routes through town including Jubilee Ave, Dalley Street and Burringbar Street.

An analysis of all recorded crashes in Mullumbimby over the last five years suggests that no more than two crashes were recorded in a given year and that none of the crashes resulted in a fatality. The analysis does not suggest any consistent reason or issue behind the crashes, however pedestrian or motorist error was noted as the reason for a number of the crashes.

FUTURE GROWTH

The following locations have been identified as future land release areas in the Byron Shire Residential Strategy 2041.

MULLUMBIMBY	
Location	**Max dwelling yield**
71 Main Arm Rd	27
3 Poplar St	11
1 Azalea St	130
Tuckeroo Ave	15
1660 – 1634 Coolamon Scenic Dr	94
1982 Coolamon Scenic Dr	98
1862 Coolamon Scenic Dr	109
1897 Coolamon Scenic Dr	40
50 Prince St	44 (pods)
Azalea St/Poplar Ave/Coolamon Ave	29
Potential Urban Conversion Area Left Bank Rd	228

ISSUES AND OPPORTUNITIES

Table 5: Mullumbimby Summary of Existing Issues and Opportunities

MULLUMBIMBY – SUMMARY OF EXISTING ISSUES AND OPPORTUNITIES	
Issues	**Opportunities**
• High volume of pedestrians and vehicles and regular car parking manoeuvres • High number of tourists unfamiliar with local area • Limited active transport network outside of the town centre • High volume of vehicles in close proximity to pedestrians and areas of high pedestrian activity • Generally poor network quality with low level of accessibility for vulnerable users • Large number of residential streets currently lack footpaths and kerb and channel. • Large residential lots to the west affect active transport connectivity	• Compact town centre with residential areas and attractors within close proximity • Established network of on-road cycle paths in the town centre, servicing a number of key attractors • Existing wide streets provide opportunities for more mixed-use paths. • Topography generally conducive to cycle and pedestrian movements for all ages and abilities • Proximity to key attractors and natural assets (for example, rivers and parks) to support recreational cycling and walking. • Existing high rates of pedestrian activity concentrated in the town centre

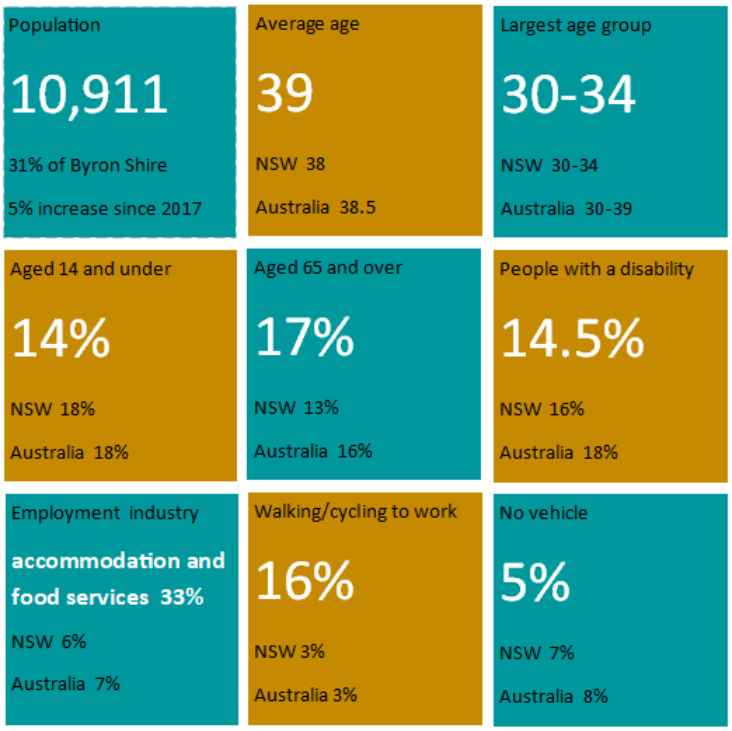
Suffolk Park

Suffolk Park, situated approximately five kilometres south of Byron Bay, is a tranquil and unique residential community that attracts a wide range of residents and visitors. The area is strategically located on both sides of Broken Head Road, offering convenient access to several key attractions including Tallow Beach, Tallow Creek, the Ti-Tree Lake Aboriginal Area, the Byron Bay Golf Course, and various sporting facilities. The community benefits from its proximity to natural assets, making it an appealing location for both leisure and residence.

Despite its attractive setting and amenities, Suffolk Park faces challenges related to transportation and employment. A notably low percentage of residents walk to work, which can be attributed to scarce local job opportunities and the impracticality of walking to employment centres located further away. Consequently, walking in Suffolk Park is predominantly for leisure rather than commuting purposes. However, the completion of the Bangalow Road/Broken Head Road shared path has helped improve the connectivity to Byron Bay and commuting opportunities.

This combination of recreational opportunities alongside limited employment access within walking distance underscores the dual nature of Suffolk Park as both a serene residential area and a recreational hub. Efforts to **enhance** local transportation and develop employment

strategies may further enrich the living and visiting experience in Suffolk Park, leveraging its natural beauty and community assets.



Data courtesy of Australian Bureau of Statistics and Profile ID

Figure 7: Byron region demographics (including Suffolk Park)

EXISTING ACTIVE TRANSPORT NETWORK

The current analysis of Suffolk Park's cycle and pedestrian infrastructure reveals some gaps and limitations that impair connectivity and safety for cyclists and pedestrians. The Bangalow Road/Broken Head Road shared path provides a valuable connection to Byron Bay. However, the adjacent residential road network lacks dedicated cycle paths and poses challenges for safe and convenient travel.

In terms of pedestrian infrastructure, Suffolk Park showcases a contrasting scenario. The active transport network, particularly in the eastern sections near Tallow Beach and the commercial hub at the intersection of Clifford Street and Broken Head Road, provides generally uninterrupted pedestrian access. However, the network is severely limited in residential areas, especially to the east of Broken Head Road where pedestrian access to Tallow Creek and its surrounding environmental areas relies on the existing road network and grassed verges. The western residential zone benefits from a more extensive network of footpaths, though less than half of Suffolk Park's residential areas have access to a connected footpath network. Furthermore, Suffolk Park lacks connectivity to the north-south shared cycle/pedestrian path that facilitates access to Byron Bay.

Addressing these connectivity and safety issues, particularly through the provision of suitable crossing locations across Broken Head Road and the expansion of the cycle and pedestrian network, is essential for improving access to residential areas and key attractors, thereby enhancing the overall mobility and liveability of Suffolk Park.

NETWORK QUALITY AND ACCESSIBILITY

As a comparatively newer development area, particularly west of Broken Head Road, the existing active transport network in Suffolk Park is generally of a higher standard in terms of both path surface quality and accessibility for more vulnerable users. This is undermined, however, by the lack of paths forming a connected network.

Overall, this results in a fair level of service for pedestrians and provides some accessibility for the more vulnerable users. Building upon the existing network and enhancing the level of service and accessibility for all users is a key consideration for the future active transport network in Suffolk Park.

PASSENGER TRANSPORT

There are currently three public bus routes which service Suffolk Park and surrounds. These are:

- **637S:** Byron Bay to Baywood Chase via Suffolk Park & Byron Hills
- **640:** Mullumbimby to Ballina via Byron Bay, Suffolk Park and Lennox Head
- **640X:** Byron Bay to Lismore via Lennox Head and Ballina

Longer distance regional coach services extend along the east coast from Brisbane to Grafton and inland at Byron Bay and Ballina West to Casino, servicing Suffolk Park.

Due to its proximity, the passenger transport network in Suffolk Park is comprised of the same providers and services as Byron Bay.

CRASH HISTORY

Three pedestrian crashes and four cyclist crashes were recorded between 2018 and 2022. Most of these occurred around high traffic routes such as Broken Head Road and Clifford Street.

The pedestrian crashes were the result of pedestrians standing or running across the road which could indicate a need for more crossing points. There were no pedestrian crashes recorded in the previous 5 year period and this may point to an increase in pedestrian activity in the last 5 years. This is supported by demographic data which shows a 5% population increase since 2017 across Byron Bay and Suffolk Park.

The majority of the cycle incidents involved a cyclist on the road interacting with motor vehicles. In the previous 5 years there were six cycle crashes and three of the recent crashes occurred on Broken Head Road prior to the construction of the new cycleway in 2021.

Despite these incidents, a declining trend in cyclist crashes since 2017 suggests improvements in safety or changes in usage patterns.

FUTURE GROWTH

The following locations have been identified as future land release areas in the Byron Shire Residential Strategy 2041.

SUFFOLK PARK	
Location	**Max dwelling yield**
64 Corkwood Crescent	3

ISSUES AND OPPORTUNITIES

Table 6: Suffolk Park Summary of Existing Issues and Opportunities

Issues	Opportunities
• Limited active transport network in existing residential areas, negatively affecting accessibility • Broken Head Road forms a barrier for access between eastern and western parts of Suffolk Park. Pedestrians and cyclists required to cross busy road	• Topography generally conducive to pedestrian movements for all ages and abilities • Proximity to natural assets (for example, Tallow Beach, Ti-Tree Aboriginal Area) to support recreational walks • Footpaths currently provided to/from existing sport facilities and the commercial area along Clifford Street • Existing paths generally of higher quality and more accessible • Existing residential population to enable increase in walking • Cyclists able to use local (residential) road network due to reduced number of vehicles travelling at slower speeds

Community consultation

Adoption of the PAMP and Bike Plan

An extensive three-stage community consultation process was used in the development of the original PAMP (Pedestrian Access and Mobility Plan) and the Bike Plan in 2018 and 2019. These stages included an online survey, workshops and consultation on the draft documents.

Roughly 700 survey responses were received, providing an excellent sample for analysis and for understanding the current community experience using the existing walk and cycle networks.

Some of the key recurring themes for the Shire that specifically related to active transport included:

- New footpaths needed
- Connectivity between footpaths within towns and also between towns
- Increased maintenance needed for footpaths and roads
- Safety improvements needed (for example, separation of pedestrians, cyclists and motorists, provision of safe crossing points, improved lighting)
- Activation of the disused Casino-Murwillumbah rail line for walking and cycling.

As the foundation for the Byron Active Transport Plan, the online survey was also used as a means of identifying those in the community who wished to contribute further to the development of the plan. Approximately 54% of survey respondents expressed an interest in further engagement including local design workshops.

Some of the key statistics from the local design workshops include:

- 150 participants across the five design workshops
- 568 comments provided across both plans
- The greatest number of comments relating to the development of the PAMP and Bike Plan were provided at the Byron Bay consultation session followed by the Ocean Shores, Mullumbimby, Bangalow and ACWG sessions
- 277 comments relating to the development of the PAMP
- 392 comments relating to the development of the Bike Plan

Creation of the new Active Transport Plan

In 2023, in accordance with monitoring and evaluation requirements, Council resolved to review the PAMP and Bike Plan and combine them into a new Active Transport Plan.

In May 2024, the draft Active Transport Plan and mapping were released for further community feedback to ensure that they were still relevant and suited to the needs of a changing community. Because this is only a mid-life review of existing documents, community feedback was received via online survey on Council's website.

Designing the Active Transport network

The community consultation provided insight into on-the-ground experiences and possible initiatives for the Active Transport network as well as the variety of users and the unique characteristics and needs of each. Understanding this is a pre-requisite for developing a future network with routes that are appropriately prioritised and with initiatives that suit user needs.

Designing for users

In developing the future Active Transport network, a concerted effort was made to understand and design for the actual users of the network. An overarching design philosophy with more detailed design principles was adopted to ensure consistency not only in the approach to planning the future network but also to inform finer details around the type of infrastructure which could be implemented. The design principles and some of the physical implications for the network are discussed in the relevant sections below.

DESIGN PHILOSOPHY AND PRINCIPLES

The guiding philosophy for developing the Active Transport network was to design an active transport environment for the most vulnerable users, so that it is suitable for all. This especially includes users with impaired mobility, vision and/or hearing. A set of design principles were adopted to support the design philosophy and to help apply it spatially across the Shire. These principles are:

- Provide a convenient, safe and connected network that offers route choice; that links residential areas, key attractors and public transport facilities; that considers the needs of all users; that formalises existing pedestrian paths; that addresses existing hazards; and that reduces the need to cross roads.
- Provide suitable crossings where the active transport network intersects with the road network and recognition that these locations are the most vulnerable parts of the network.
- Promote pedestrian and cycle priority where possible, where contextually appropriate and where the strategic intent of the pedestrian and cycle link is advanced.

PATH TYPES

The design philosophy and principles have direct implications for the type of infrastructure (paths and crossings) which can be implemented to complete the proposed network.

For the path network, the following different path types will be implemented:

- Footpaths – for the exclusive use of pedestrians. It should be noted that any paths within Crown Lands Parks and Reserves are subject to the relevant Plan of Management.
- Shared paths – for the shared use of both pedestrians and cyclists (and other appropriate mobility devices of similar scale and operating characteristics).

Separated from vehicle traffic and typically located outside of existing roadways. This type of path requires careful consideration to maintain the safety and comfort of users, particularly those with impaired mobility, vision and/or hearing. Additional information on this path type is provided in Austroads' Guide to Road Design. Additionally, potential cycling speeds will be assessed during detailed design and controls to reduce speeds will be introduced where hazards are present.

- Mixed traffic street – for the shared use of pedestrians, cyclists and motorists with priority given to active transport. Suitable for application on low speed, low traffic, high pedestrian environments such as town centres and laneways. Street redesign is required in addition to a reduction in posted speed limits. Examples of a mixed traffic street could include shared zones, pedestrian malls, 'talking streets', advisory bicycle lanes and cycle streets.
- Off-road separated cycle paths – for the exclusive use of cyclists. Separated from vehicle and pedestrian traffic and located outside of existing roadways.
- On-road separated cycle paths – for the exclusive use of cyclists. Separated from vehicle and pedestrian traffic but located on existing roadways. Separation could include but not be limited to safety strips (e.g. paint treatments with flexible bollards), temporary planter boxes or more permanent raised separation (e.g. kerbs).
- On-road cycle lanes – for the exclusive use of cyclists. Located within the existing roadway with minor separation from vehicle traffic, typically through line marking.

Examples of these path types are provided in Figure 8 below.

Path type: Off-road separated cycle path
Location: Sydney, Australia
Source: PSA Consulting, 2019

Path type: On-road separated cycle path
Location: Santa Monica, USA
Source: PSA Consulting, 2019

Path type: Shared path
Location: Brunswick Heads, Australia
Source: PSA Consulting, 2019

Path type: On-road cycle lane
Location: South Golden Beach, Australia
Source: PSA Consulting, 2019

Path type: Mixed traffic – shared zone
Location: New Zealand
Source: Google Images

Path type: Mixed traffic – cycle street
Location: Nijmegen, Netherlands
Source: TMR, 2015

Path type: On-road separated cycle path
Location: Melbourne, Australia
Source: TMR, 2015

Path type: Mixed traffic – advisory bicycle lane
Location: Utrecht, Netherlands
Source: Google Street View, 2018

Path type: Footpath (town centre)
Location: Bangalow, Australia
Source: PSA Consulting, 2019

Path type: Footpath
Location: Bangalow, Australia
Source: PSA Consulting, 2019

Path type: Mixed traffic – shared zone
Location: New Zealand
Source: Google Images

Path type: Shared path
Location: Brunswick Heads, Australia
Source: PSA Consulting, 2019

Path type: Shared path
Location: Mullumbimby, Australia
Source: PSA Consulting, 2019

Path type: Mixed traffic – pedestrian mall
Location: Melbourne, Australia
Source: Google Images

Figure 8: Path examples

Footpaths and shared paths are considered to be 'off-road' as they are not contained within existing roadways and are therefore separate from vehicle traffic. Although the style and dimensions of these two path types will vary across the Shire depending on the local context, the intent is to provide paths that satisfy, as a minimum, the dimensions provided in Table 7.

The path dimensions presented in Table 7 were developed based on a review and synthesis of relevant national, state, regional and local standards.

Table 7: Path width guide

PATH TYPE	SITUATION	DESIRABLE MINIMUM WIDTH
Footpath	Low pedestrian volumes (for example, a typical residential street)	1.2m[1]
	Moderate pedestrian volumes (for example, between key origins and destinations)	1.5m[2]
	High pedestrian volumes (for example, a commercial area or town centre)	2.4m
	Wheelchair users passing one another	1.8m
Off-road separated cycle path	One-way	1.5m
	Two-way	2.5m
On-road separated cycle path[3,4]	One-way	1.5m
	Two-way	2.5m
Shared path	Two-way local access path	2.5m
	Two-way regional path	3.0m

PATH TYPE	SITUATION	DESIRABLE MINIMUM WIDTH
	Two-way recreational path	3.5m
On-road cycle lane[3]	One-way	1.5m

Note:

The path widths presented in Table 1 are provided as a guide only. The exact dimensions to be applied will depend on the local context and will consider user type, volumes and major travel directions, environmental features, and existing constraints. Additional guidance on path widths and implementation is outlined in Austroads' Guide to Road Design.

[1] According to Austroads Guide to Road Design, a footpath width of 1.2m is sufficient to accommodate a wheelchair user while a width of 1.8m is required to allow two wheelchair users to comfortably pass. Where a path is less than 1.5m wide, footpaths should be widened at regular intervals to provide opportunities for wheelchair users to pass.

[2] Footpath widths of 1.5m are proposed along routes likely to experience moderate pedestrian volumes in order to allow a wheelchair user and a pram to comfortably pass.

[3] Based on a posted speed limit of 60km/h in adjacent roadway

[4] Separation width of 1.0m (minimum) is required if path is located adjacent to parallel parked cars, otherwise 0.4m (minimum) is required

Example cross-sections of each of these path typologies are provided in Figures 9, 10, 11 and 12.

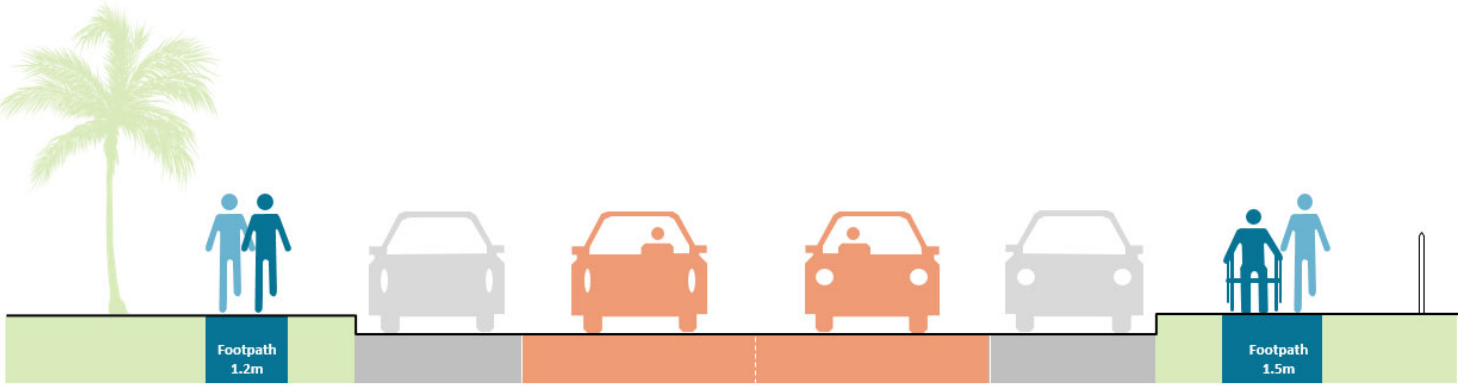


Figure 9: Example cross-sections of a 1.2m and a 1.5m pedestrian footpath

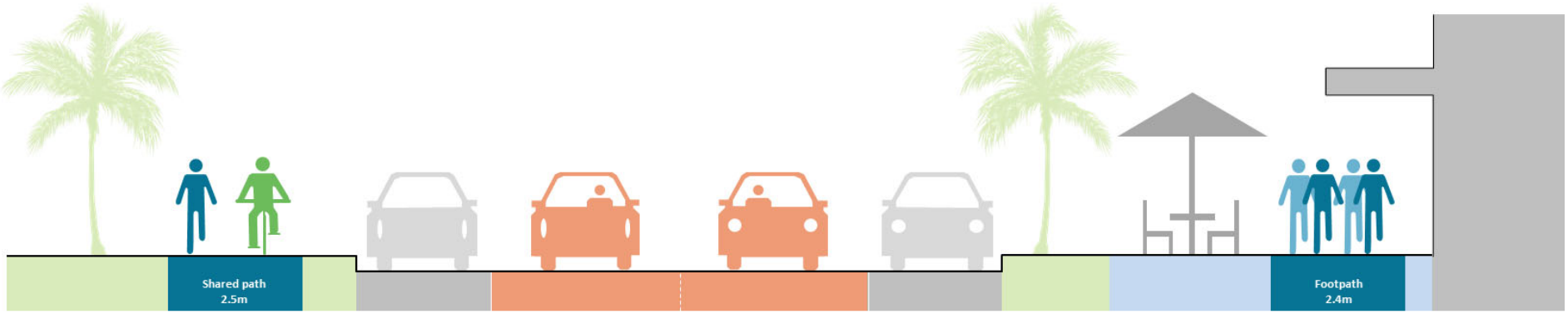


Figure 10: Example cross-sections of a 2.5m shared path and a 2.4m pedestrian footpath

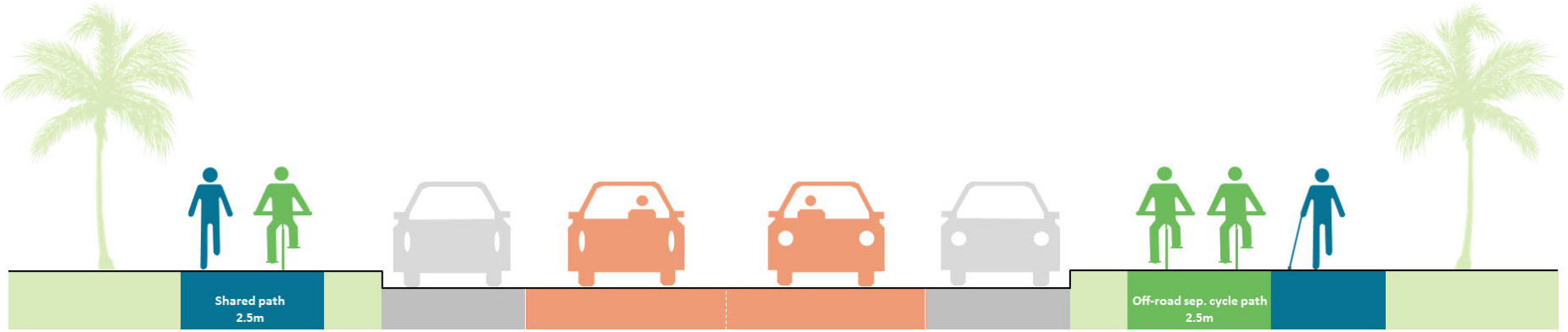


Figure 11: Example cross-sections of a 2.5m shared path and 2.5m off-road separated cycle path

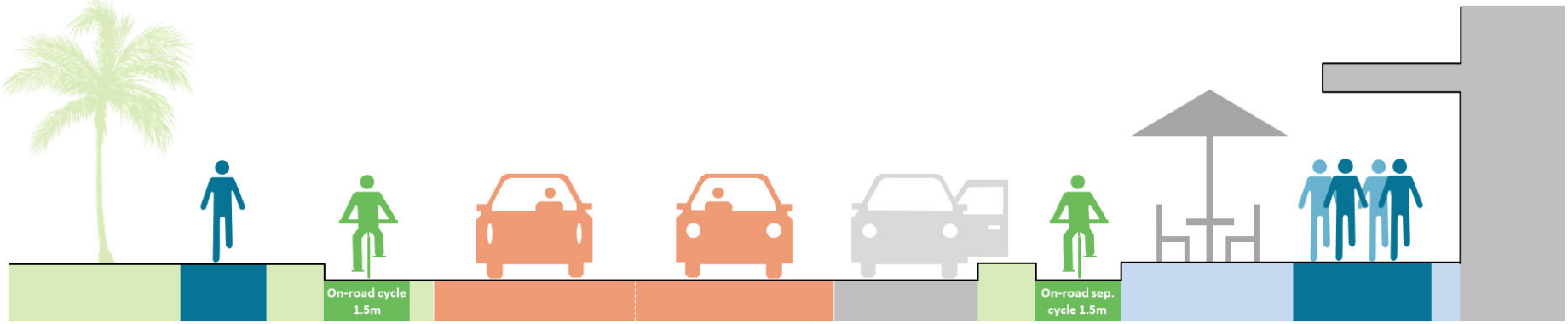


Figure 12: Example cross-sections of a 1.5m on-road cycle lane and 1.5m on-road separated cycle path

CROSSING TYPES

The suitability and safety of any active transport network is determined as much, or arguably more, by the treatment applied to network crossing points as to the type and quality of its paths. These points are the most vulnerable parts of the network as this is where pedestrians, cyclists and vehicles intersect.

As outlined above, a key design principle was to develop the network to reduce the need for road crossings from the outset. In practical terms, this could mean providing a consistent path on both sides of the road or identifying pedestrian and cyclist desire lines and formalising this with appropriate infrastructure. As it is unrealistic and impractical to fully design-out the need for pedestrian and cyclist crossing points, providing appropriate crossing treatments at locations that are convenient and safe for users is critical to providing a convenient, connected and safe active transport network.

Crossing types suitable for implementation in the Shire are listed below with examples presented in Figure 13.

- Pedestrian refuges
- Zebra crossings
- Raised ('wombat') crossings
- Separated pedestrian crossing.

When selecting which crossing treatment to apply, consideration will be given to the different types of user and their specific needs and characteristics (especially children and those with mobility impairments), the volume of users and vehicles, the local context, the strategic intent of the path, and the nature of the intersecting road. The exact location and type of proposed crossings will be determined subject to further investigation, detailed design, TFNSW approval and community consultation.

Pedestrian refuge

Zebra crossing

Raised crossing

Separated pedestrian crossing (Source: Austroads, 2017)

Figure 13: Crossing types

Supporting facilities

Regardless of the path or crossing selected, the provision of appropriate supporting facilities is important to ensuring the active transport network is accessible, safe and suitable for use by all and is pleasant, inviting and interesting. Some of these facilities include:

- Kerb build-outs
- Kerb ramps
- Lighting
- Path maintenance schedules
- Seating
- Shade, especially from trees
- Signage, wayfinding and maps
- Tactile ground surface indicators ('TGSIs')
- Water fountains.

It is expected that the above listed facilities would be combined as required as part of the future network. As an example, this could include the provision of tactile ground surface indicators, kerb ramps, signage and appropriate lighting and trees at pedestrian crossings to ensure safe and accessible movement for all users. This could be further combined with a path maintenance schedule to ensure the path is regularly cleared of debris. This is relevant as much to existing as it is to proposed infrastructure to ensure current facilities are appropriate, safe and up to standard. Implementation of these supporting facilities is likely to differ across the Shire and as the local context requires.

Active transport maps

The Byron Active Transport network maps are the synthesis of the PAMP and Bike Plan, works completed since 2019, the findings from community consultation and the application of current, best practice transport planning.

This network has been developed for the entire Shire, with a specific focus on the following towns and villages due to their comparatively high levels of pedestrian and cycle activity:

- Mullumbimby
- Byron Bay
- Suffolk Park
- Bangalow
- Ocean Shores, South Golden Beach, New Brighton and Billinudgel
- Brunswick Heads
- Main Arm
- Federal.

The Active Transport network maps have been provided for each of these localities on Council's website (www.byron.nsw.gov.au). These maps show the existing and proposed active transport network to provide an indication of future connectivity when the entire network is constructed and also the path typology which could be implemented to achieve the objectives of the Byron Active Transport Plan and the Moving Byron Strategy.

Details on the exact alignment and type of path and/or crossing to be implemented will be determined during more detailed planning and in line with the findings of more targeted community consultation undertaken as a project progresses. This will help ensure any new or upgraded facility responds to the diverse conditions and challenges of the local context and aligns with the needs and aspirations of the community.

Action plan

The Active Transport Plan will be implemented by Byron Shire Council in partnership with the NSW State Government, the private sector and the local community.

Funding for active transport projects will be sought from the following:

- Annual transport capital and operational programs
- NSW state government grant programs, such as the Active Transport fund

This section outlines how the future network will be translated into practical, implementable action. This includes reference to a detailed schedule of future works, a discussion on potential funding sources to aid delivery, and the preparation of a monitoring and evaluation framework.

METHODOLOGY

The following methodology was adopted to develop this Action Plan:

- Review the proposed active transport network
- Identify pedestrian and cycle infrastructure (paths and crossings) that could be packaged and delivered as one project. By providing 'complete links' this will help to provide convenient, connected and safe connections that benefit users even if delivered in stages
- Estimate the cost to deliver each piece of infrastructure, consolidated into appropriate works packages
- Prepare a schedule of future works to outline the extent, description, cost and priority of works to be undertaken over the life of this plan and beyond
- Identify potential funding sources to deliver the projects outlined in the plan
- Develop a monitoring and evaluation framework to ensure the findings and strategic direction of the Plan remains current and to track the rate of progress.

WORKS PRIORITISATION AND PACKAGING

Consideration has been provided to the respective priority of implementing each of the identified paths and crossings. A description of each priority category is provided in Table 8 while Table 9 demonstrates the different components that make up the priority categories.

Table 8: Implementation priority

PRIORITY CATEGORY	PRIORITY DESCRIPTION
Priority A	Highest priority for implementation. As there is a large number of priority A paths, each has been given a sub-priority designation (e.g. A1, A2, A3, etc) to further differentiate the importance. This sub-priority has been scored using the same criteria below. Key criteria for consideration include whether the proposed facility:

PRIORITY CATEGORY	PRIORITY DESCRIPTION
	• addresses an identified and significant safety issue; • significantly improves pedestrian and cycle access and mobility or is part of a broader connection that significantly improves pedestrian and cycle access and mobility; • connects a diverse number of residential areas, key attractors and/or public transport facilities; • responds to existing/demonstrated high pedestrian and cycle demand; • facilitates significant growth in pedestrian and cycle volumes in the future; • reduces the need to cross roads.
Priority B	Medium priority for implementation Key criteria for consideration include whether the proposed facility: • addresses an identified and moderate safety issue; • moderately improves pedestrian and cycle access and mobility or is part of a broader connection that moderately improves pedestrian and cycle access and mobility; • connects a variety of residential areas, key attractors and/or public transport facilities; • responds to existing/demonstrated moderate pedestrian and cycle demand; • facilitates moderate growth in pedestrian and cycle volumes in the future.
Priority C	Low priority for implementation Key criteria for consideration include whether the proposed facility: • addresses an identified safety concern; • improves pedestrian and cycle access and mobility; • connects residential areas, attractors and/or public transport facilities; • responds to existing/demonstrated minor pedestrian and cycle demand.

Table 9: Priority components by category

PRIORITY COMPONENT	PRIORITY CATEGORY		
	A	B	C
Safety	• addresses an identified and significant safety issue • reduces the need to cross roads	• addresses an identified and moderate safety issue	• addresses an identified safety concern
Accessibility	• significantly improves pedestrian and cycle access and mobility or is a component of a broader connection that significantly improves pedestrian and cycle access and mobility	• moderately improves pedestrian and cycle access and mobility or is a component of a broader connection that significantly improves pedestrian and cycle access and mobility	• improves pedestrian and cycle access and mobility
Connectivity	• connects a diverse number of residential areas, key attractors and/ or public transport facilities	• connects a variety of residential areas, key attractors and/ or public transport facilities	• connects residential areas, key attractors and/ or public transport facilities
Demand	• responds to existing/ demonstrated high pedestrian and cycle demand • facilitates significant growth in pedestrian and cycle volumes in the future	• responds to existing/ demonstrated moderate pedestrian and cycle demand • facilitates moderate growth in pedestrian and cycle volumes in the future	• responds to existing/ demonstrated minor pedestrian and cycle demand

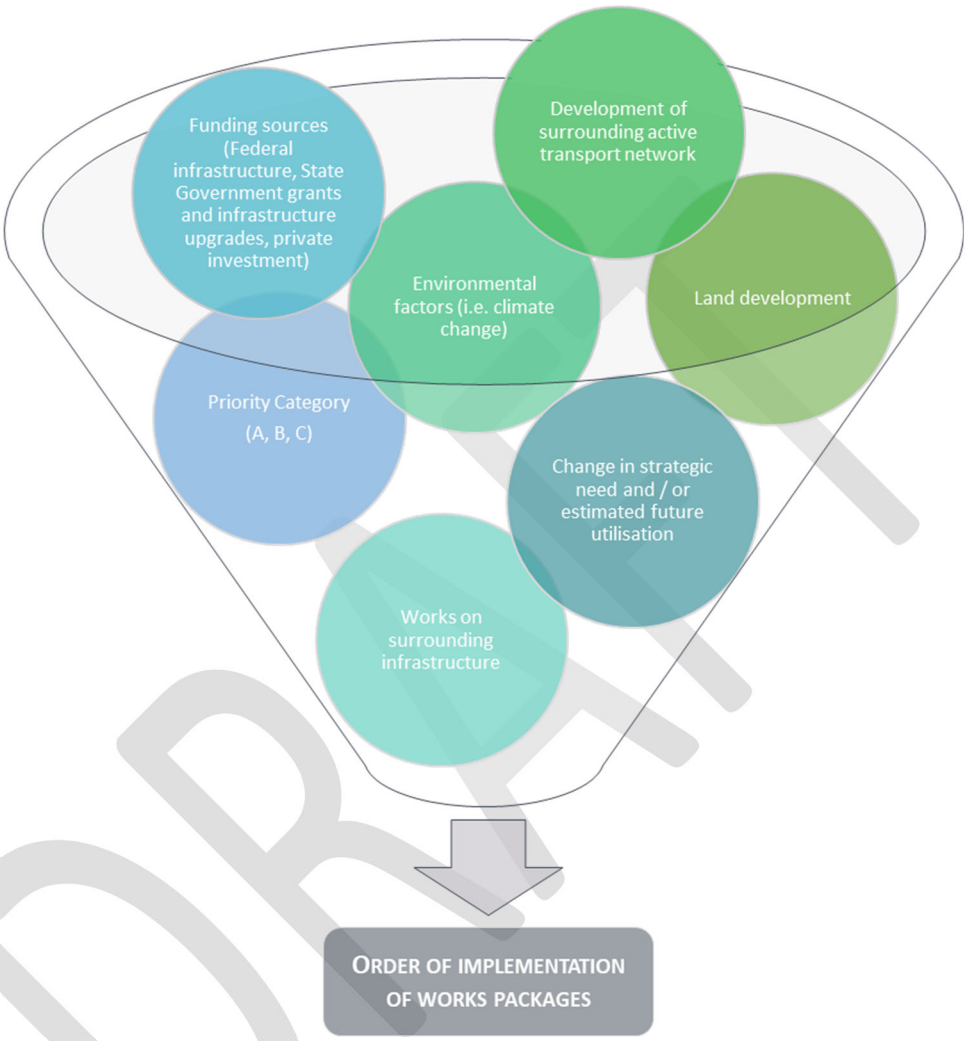
Each of the proposed paths and crossings that make up the active transport network have been assigned a priority categorisation based on the criteria presented in Table 2. The prioritised infrastructure was then grouped into appropriate works packages in order to provide 'complete links' as far as possible, even if the full extent of the connection is not able to be delivered all at once. This will help to maximise the return on any infrastructure investment and, importantly, to ensure that routes that are provided are convenient, connected and safe, even if provided in stages.

While the works packages have been prioritised into three categories, with category A being considered the highest priority, it is important to note that there is opportunity for lower priority works packages to be delivered prior to the delivery of the Priority A infrastructure. These priorities are based purely from the perspective of the Active Transport Plan. Byron Shire Council will prioritise projects based on funding, policy and infrastructure considerations as shown in Figure 14.

Maps showing the prioritised infrastructure and grouping into appropriate works packages have been prepared for each of the previously identified towns and villages and are available

for viewing on Council's website www.byron.nsw.gov.au. These maps are to be viewed in conjunction with the schedule of future works tables which are included as Appendix 1.

Figure 14: Factors influencing priority implementation



SCHEDULE OF FUTURE WORKS

A schedule of future works has been prepared which includes all prioritised works packages. These packages, in turn, are comprised of every individual pedestrian and cycle facility and treatment across the entire Shire as proposed in this Active Transport Plan. This schedule, which is to be viewed in conjunction with the prioritised infrastructure maps, provides a description, cost estimate and priority for each of the 406 works packages proposed across the Shire. The purpose of this section is to summarise the schedule of future works, with a focus on costs, priorities and works packages.

Proposed works were costed using approximate unit rates for various pedestrian and cyclist path facilities and treatments. These unit rates have been applied solely to provide a high-

level indication of the magnitude of the cost for each works package and therefore do not accurately account for the diverse conditions and challenges unique to each works package.

Based on the approximate unit rates, the total cost to deliver the combined 310 proposed works packages is estimated at approximately $188m. Council recognises that this cost is significant and will be seeking funding opportunities as outlined below.

FUNDING

Funding is a key component in the delivery of the works proposed in this Plan, particularly those connections highly valued by the community and identified as a high priority. This includes providing connections between the towns discussed in this plan and utilising the multi-use corridor for walking, rolling and cycling. Council will be seeking opportunities to partner with the State Government, private enterprise and the community to help deliver the active transport infrastructure outlined in this plan, especially those identified as being of high importance.

Byron Shire Council

Funding from Byron Shire Council may contribute towards the active transport network packages through internal sources including:

- Footpath construction program
- Open space programs
- Major local road projects
- Council road maintenance and upgrade programs
- Streetscaping and masterplanning programs
- Section 94 and/or 94A contributions.

State and Federal Governments

Grant funding is available for a variety of community-based and pedestrian and cycle/safety programs or projects from key government sources including but not limited to:

- Building Better Regions Fund (Federal)
- Active Transport (Walking and Cycling) Program (NSW)
- Regional Tourism Infrastructure Fund (NSW)
- Local Government Road Safety Program (NSW)
- Regional Growth Fund (NSW).

Council will specifically be targeting grant funding from the Federal and State governments in order to deliver the active transport infrastructure outlined in this Plan, with a focus on inter-town connections and the multi-use corridor.

Grant funding for non-infrastructure solutions may also be available through:

- Department of Education
- Department of Health

Other sources

Outside of the typical government funding sources the following opportunities may present themselves to better the active transport network or to implement non-infrastructure solutions for the Shire:

- Opportunities for partnerships with private investment in public infrastructure either through development or community groups
- Department of Communities – Sport and Recreation Participation Program which provides funding to not-for-profit organisations and local councils for projects designed to increase regular and ongoing participation in sport, recreation or structured physical activity.

MONITORING AND EVALUATION

Monitoring and evaluation is important to ensure that the proposed future network and the Active Transport Plan document continues to reflect the needs, aspirations and vision of the community. Maintaining a current document (i.e. five years or less) also provides a better foundation for securing grant funding from TFNSW for applicable projects. This eases the financial burden on Byron Shire and means that key projects can be implemented sooner for the benefit of the community.

One or more of the following items could be adopted to effectively monitor and evaluate the proposed network over the life of this Plan:

- Work with the local community to undertake regular on-the-ground audits/inspections of the active transport network with a view to covering the entire Byron Shire every three years. Record and collate all findings in a central database with supporting GIS mapping. This could build on Council's current electronic approach to recording defects and issues with community assets. An opportunity may also exist to leverage and/or integrate with Council's existing transport asset management records and plan to reduce overlap. Developing an accurate and comprehensive database will help to:
  - Provide an accurate understanding of the network, including the types, lengths and qualities of existing paths
  - Determine the rate of progress towards implementation of the Active Transport Plan
  - Measure important aspects such as the percentage of the network that is suitable for all ages and abilities. These 'all ages and abilities' routes could be integrated into Mobility Maps and included as part of information available to visitors to the Shire
  - Undertake other measurements such as determining the percentage of bus stops serviced by connected and accessible pedestrian infrastructure
  - Inform future planning.

- Consult with relevant community groups on the progress and relevance of the Active Transport Plan.

- Undertake surveys (for example, online, intercept) to gain first-hand insights into the suitability and use of the network. Surveys could seek information relating to:
  - The types of pedestrian and cycles using the network
  - Rates of pedestrian and cycle activity
  - The frequency, days/times and reasons for network use
  - Average journey length and time
  - Origins and destinations
  - Levels of pedestrian and cycle comfort, safety and satisfaction while using the network and supporting facilities.
- Undertake regular pedestrian and cycle counts in key locations to determine the volume and behaviour of pedestrians and cyclists and the change over time. This information could then be used to measure the success of any amendment to the pedestrian and cycle environment and to help to identify areas where interventions (for example, new crossings, kerb build outs) may be required.

This Active Transport Plan will be updated as required to ensure it remains accurate and reflective of the needs and aspirations of the community. This timeframe will ensure that any future Active Transport Plan is current so that the Shire is in the best possible position to receive grant funding from TFNSW. Additionally, progress on the Active Transport Plan will be reviewed annually to maintain momentum and focus.

Together, this will help ease the financial burden on Byron Shire while expediting the development of the proposed network for the benefit of the community.

BYRON
SHIRE
COUNCIL

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