

Byron Shire BUG comments, provided by Bernard Grinberg.

Byron Bay BUG believe that all Northern BUG's (and likely all non-metro BUG's) would subscribe to the comments below. Look forward to good progress in the near future. For further information or clarification please contact Bernard Grinberg

1. All funding to Local Govt. from the State & Federal Governments for Roads to stipulate minimum road shoulder standards for the funded segments where the segment speed limit is over 50Kph.
2. The RTA has a policy of providing a full local road to parallel the Pacific Highway as part of the upgrades of the latter. Such local roads are most often the old highway. Prior to the hand over to Local Govt of these roads, they are to be made bike friendly by narrowing to one car lane each way, providing adequate shoulders and lowering the maximum speed limit to 80Kph. The marginal costs of these works would be very small compared to the Pacific Highway upgrades if carried out as part of the upgrades.
3. Improving co-ordination between Planning and RTA in funding the Coastline Bikeway and inclusion of this in the State Plan. Funding for this to be changed to 1/3 for each of Local Council, RTA and Planning.
4. Adoption of "Copenhagen" style bike lanes within towns where designated car parking areas exist.
6. Preservation of defunct rail corridors in public hands by including bike trails in these corridors in the State Plan. Recognition that funding for such bike trails is very likely to be beyond most Local Councils and so these trails should be done as State projects. This would allow the option of also using the corridors in the future for light rail. These are definite "all of government" projects.
7. Recognition of the high numbers and value of tourists in the Northern Rivers with a specific section & targets in the State Bike Plan. Recognition of the proximity and desirable bike connectivity to SE QLD.
8. Encouragement and guidance of Local Government to restructure & manage their Section 94 Development Contribution Plans to provide far more bike infrastructure funding, including shoulders. In particular, noting that the NSW State Govt passed a Sec 94 amendment bill in 2005 allowing "**Pooling of contribution funds**: The amendment Act authorises that monetary contributions paid for different purposes (other than under a voluntary planning agreement) may be pooled and applied towards any other purpose for which a contribution is required to be paid. This change is designed to promote the efficient use of funds and timely provision of priority infrastructure while ensuring that all borrowed funds are ultimately paid back to the source development contributions fund. However, while such funds may be pooled the funds must still be applied for the purpose for which they were raised within a reasonable time."
www.planning.nsw.gov.au/planningsystem/pdf/circulars/dipnr_ps05_003_fin.rtf
Effectively the amendment creates an internal loan fund which need only "ultimate" repayment. Very few if any Local Council's have used the provisions of this amendment, and large amounts of Sec 94 monies are stuck in unusable pockets.
9. Preservation of State owned "paper roads" in public hands and the development of them as off road walking, horse and bike trails.