



**Brisbane Commuter Train Service
Service Options Analysis
Tourism Economic Development Officer**

**Northern Rivers
Concept Proposal**

**Prepared by
Malcolm Wallis
Kyogle Council
February 2012. ©**

**The Case for an transport link
and a World class tourist
journey experience.**

Executive Summary:

It is estimated that by 2025, one quarter of Australia's population will live within the coastal region from Hervey Bay to Coffs Harbour. (BB 2004) The Far North Coast Regional Strategy limits future land release for urban or rural residential development within the Coastal Area to protect fragile and vulnerable areas and ecosystems. By catering for additional housing in other parts of the Region, this policy will help sustain and invigorate non-coastal centres. (FNCRS 2006) By 2026 30% of the Northern Rivers population will be over 60 years of age. (REIP 2010)

This proposal examines the immediate economic, environmental and social benefits of establishing a twice daily (Day Trip) Cross Border Commuter Train Service between the Northern Rivers Region of NSW and South East Queensland, one of Australia's fastest growing regions using the existing North Coast Rail line; three examples of how this can be achieved are examined.

Brisbane is the Northern Rivers major Commercial and Specialist Medical centre and a safe, comfortable 2½ hour rail journey to the established Countrylink Northern Rivers Rail/Coach distribution centre at Casino, servicing the region already. The introduction of extremely marketable 'Day Trip' Commuter Rail service will stimulate a dramatic increase in passenger numbers for Countrylink Northern Rivers to Brisbane services. The introduction of these services will be the stimulus for significant and sustainable economic development providing considerable local economic benefit to both the Northern Rivers and South East Queensland. Retirees are relocating in land with no intention of leaving; this provides opportunities in new industry and service areas such as Aged Care and Retirement Villages. Addressing the absence of buses and trains in the Northern Rivers area is a key point within the NSW Long Term Transport Master Plan.

All will be cost recovery on investment. The three options to be examined in detail are:-

1. Adjust time tables for existing Countrylink XPT services. Extend the Sydney to Casino XPT service to Brisbane allowing for an afternoon service, thus providing essential day trip commuter rail service. This service was the former Sydney to Murwillumbah service which now terminates at Casino;
2. Introduce Motor Rail services modeled on the Endeavour and Hunter Rail Cars which service Sydney to the Illarwarra and Hunter Valley regions;
3. Encourage Queensland Rail to continue installing a third rail extending from Salisbury to Bromelton and onto Casino to allow their narrower gauged light rail to service the area.

All of the above options can be developed as significant Joint State Government Cross Border Projects potentially sourcing Federal funding through Infrastructure Australia.

"Infrastructure Australia's focus is on assisting Australian governments to develop a strategic blueprint for unlocking infrastructure bottlenecks and to modernise the nation's economic infrastructure". [REDACTED]

Below is correspondence received from the Public Affairs Team of the Nation Building Program on Friday 1/02/2013 5:24 PM. This is the reply to a request to investigate if the narrow gauge Queensland Rail Line could be continued from Bromelton (Glennapp) to Casino? Their reply suggests that laying the narrow gauge Queensland Rail Line could be incorporated into the next stage of the Nation Building Program which is to straighten the North Coast Line from the Border to Casino. This would mean shorter commute times between Brisbane and the Northern Rives and encourage Queensland Rail to consider introducing a service south.

This would address Queensland Rail's issue of not wanting Long Distance Country trains disrupting their already busy domestic urban commuter rail services. Incorporating a service to the Northern Rivers would value add their domestic urban services and be an extension of the Salisbury to Bromelton service that will be introduced.

Correspondence received from the Public Affairs Team of the Nation Building Program Fri 1/02/2013 5:24 PM:

"Dear Mr Wallis

Thank you for your email of 16 January 2013 on Kyogle Council's proposal to extend the New South Wales Border to Acacia Ridge Track Upgrade to Casino, NSW, through the Nation Building Program. It is obvious significant thought has gone into this proposal.

The Australian Government is aware of the important role transport plays in the economic and social development of regional areas. The Australian Government has allocated over \$1 billion to a range of projects to improve the rail line between Sydney and Brisbane. These improvements will assist the economic development of the region.

As you have mentioned in your correspondence, one of the projects on this corridor was the Queensland Border to Acacia Ridge track upgrade project. This project was completed in January 2010, cost \$55.8 million and delivered concrete sleepers on the Sydney - Brisbane corridor, the provision of narrow gauge access from Acacia Ridge to Bromelton and from Bromelton to Glenapp, as well as, the conversion of existing loops to dual gauge track. These works were undertaken by the Australian Rail Track Corporation (ARTC) on the basis that they would deliver a commercial return. When undertaking track upgrades ARTC need to ensure that the investments are commercially viable.

You have asked that Nation Building Program consider extending the NSW Border to Acacia Ridge Track Upgrade to Casino. I can advise that the ARTC is undertaking a \$99.2 million curve easing project on the Sydney to Brisbane rail corridor in northern NSW. As part of this project ARTC expect to work on a number of sites between Casino and the Queensland border. These works will improve the track and reduce transit times.

I advise that State and Territory Governments have been asked to submit projects for consideration in the next round of the Nation Building Program. I encourage you to

discuss your proposals for further upgrades and the extension of dual gauge track south of the border with the relevant Queensland and NSW state transport bodies in the first instance.

You also raise in your proposal the possibility of adjusting timetables for existing Countrylink XPT services, extending the Sydney to Casino XPT service to Brisbane and introducing rail motor services modelled on the Endeavour and Hunter Rail Cars which service Sydney to the Illawarra and Hunter Valley regions. The operation of the XPT service and extension of rail motor services are matters for the Queensland and New South Wales Governments' and I encourage you to raise these matters directly with them.

Thank you for raising this matter. I trust this information will be of assistance.

Kind regards

Public Affairs Team

Department of Infrastructure and Transport"

Brisbane – Northern Rivers Commuter Train Service

Concept Proposal Service Options Analysis

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**The Case for an essential
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Executive Summary:

It is estimated that by 2025, one quarter of Australia's population will live within the coastal region from Hervey Bay to Coffs Harbour. (BB 2004) The Far North Coast Regional Strategy limits future land release for urban or rural residential development within the Coastal Area to protect fragile and vulnerable areas and ecosystems. By catering for additional housing in other parts of the Region, this policy will help sustain and invigorate non-coastal centres. (FNCRS 2006) By 2026 30% of the Northern Rivers population will be over 60 years of age. (REIP 2010) In recent years, Sydney and the Richmond-Tweed area of Northern Rivers region have had the fastest population increase in NSW with both growing at an average rate of 1.7 per cent per year. (NSW 2021) NSW 2021 also indicates significant population growth for the Northern Rivers region over the next 20 years. The latest ABS figures indicate the migration to the western hinterland areas of the Northern Rivers has begun; Kyogle recorded .3% population growth after years of negative growth at -.1%. This is a significant turnaround.

This information identifies a critical and present issue for improved regional transport networks. This proposal examines the immediate economic, environmental and social benefits of establishing a twice daily (Day Trip) Cross Border Commuter Train Service between the Northern Rivers Region of NSW and South East Queensland, one of Australia's fastest growing regions using the existing North Coast Rail Line; three examples of how this can be achieved are examined, all will be cost recovery on investment.

"NSW 2021 is the 10 year plan to rebuild the economy, provide quality services, renovate infrastructure, restore Government accountability and strengthen our local environment and communities. The **State Infrastructure Strategy** is the 20 year plan to renovate the State's infrastructure which outlines how and where we will invest in critical infrastructure. It will ensure that the right infrastructure is built at the right time and at the right cost". (Transport NSW 2012)

It is estimated that a twice daily Commuter Rail Service between the Northern Rivers and Brisbane would receive \$1,916,250.00 in ticket sales in the first year, projecting that 150 passengers (37.5 per trip) used the service a day at a ticket price of \$35.00 return.

The three options to be examined in detail are:-

1. Adjust time tables for existing Countrylink XPT services. Extend the Sydney to Casino XPT service to Brisbane allowing for an afternoon service, thus providing essential day trip commuter rail service. This service was the former Sydney to Murwillumbah service which now terminates at Casino;
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All of the above options can be developed as significant Joint State Government Cross Border Projects potentially sourcing Federal funding through Infrastructure Australia. **"Infrastructure Australia's focus is on assisting Australian governments to develop a strategic blueprint for unlocking infrastructure bottlenecks and to modernise the nation's economic infrastructure"**

Introduction (Purpose of document)

The purpose of this document is to identify immediate and cost effective solutions to the critical need for improved regional and cross border transport networks. Information provided in this document has been researched from a number of reports that indicate a similar theme. The Northern Rivers regional population is growing, but services are not growing with them. The Northern Rivers transport network consists of a confusing collection of Rail, Coach and Bus services that run to inconvenient timetables and connecting services.

This document focuses on the social, economic and environmental benefits of introducing an immediate and cost effective rail commuter services from The Northern Rivers to Brisbane on the existing North Coast Rail Line. These services would link the Northern Rivers region using the existing Countrylink Rail/Coach services. It is believed the introduction of these improved rail services will be the key to unlock a number of other regional transport solutions. The latest Australian Bureau of Statistics indicates that the predicted migration to the western or hinterland areas of region has begun. The convenient connectivity by rail to the major commercial, medical and events centre of Brisbane will be the trigger for improved East West regional transport networks. Commuter demand will indicate the need for the future reintroduction of the Casino to Murwillumbah rail service as a vital component in the Northern Rivers transport network.

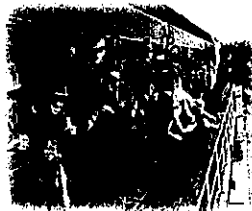
1.0 Background

Rail has been the life line for the Northern Rivers for many years. The ability to move produce to ports for shipment to major markets saw a significant increase in Primary Industry productivity and population growth. Rail also serviced commuters between towns and coastal holidays. The extension of the North Coast line to Brisbane in 1930 saw another boom for the Northern Rivers region with the ability to move produce and people efficiently to the major port, commercial and medical centre of Brisbane. Although over the Border, Brisbane is seen as the Northern Rivers accessible Capital City being only 2 ½ hours rail journey away from Countrylinks Coach/Rail Northern Rivers distribution centre at Casino.

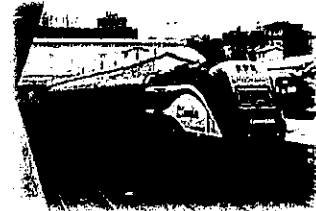
Prior to the introduction of the XPT the Brisbane Limited provided a daily service, that allowed day trips to Brisbane, if patronage figures are needed to support an argument it is recommend looking at figures prior to 1995. Rail travel has historically been the life line on the Northern Rivers hinterland. Local Country Railway Stations are part of the history, culture and held in esteem by their local communities. Once highly valued as the economic drivers for regional areas, commuter rail services have been significantly reduced and along with them so have the economic opportunities surrounding rail travel. "Travelling long distances by train has been part of the Australian way of life for almost 150 years. Countrylink continues that tradition by carrying almost two million passengers every year to over 365 destinations in NSW, Queensland, the ACT and Victoria." [REDACTED]



Pre 1995 Brisbane Ltd Exp



Brisbane Ltd Troop Train



Countrylink XPT

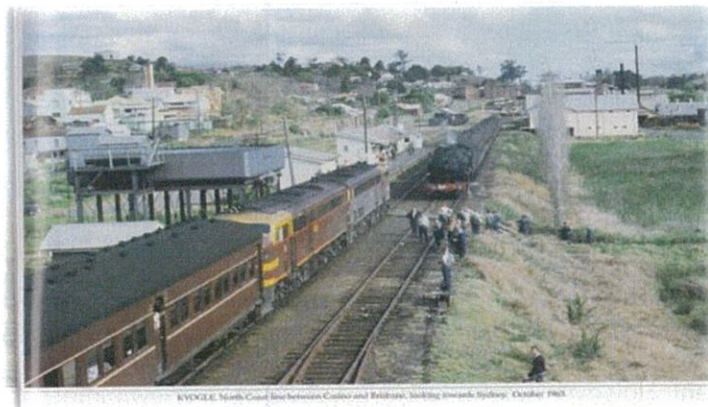
These statistics can be improved using Countrylink's existing distribution network in Casino. Close proximity to Northern Rivers Towns, Villages and Rural Regions provides the ideal location to be the hub of a Cross Border Commuter Transport Network. The current Sydney to Brisbane daily rail service runs to an inconvenient time table and is unattractive to users resulting in it not used effectively as a cross border transport network. It is predicted that the introduction of a 'user friendly' commuter rail service would realize a dramatic increase in passenger numbers as the only alternative for some is to drive.

The Rail Network Restructure:

History shows that rail was an essential service for isolated regional areas to move produce and commuters more efficiently and quickly. With improvements to roads and vehicles the use of rail services declined. The need for major review and restructure of services was critical. The Greiner State Government in 1988 enlisted the services of Booz-Allen Hamilton to prepare a report into rail services (see Appendix 1).

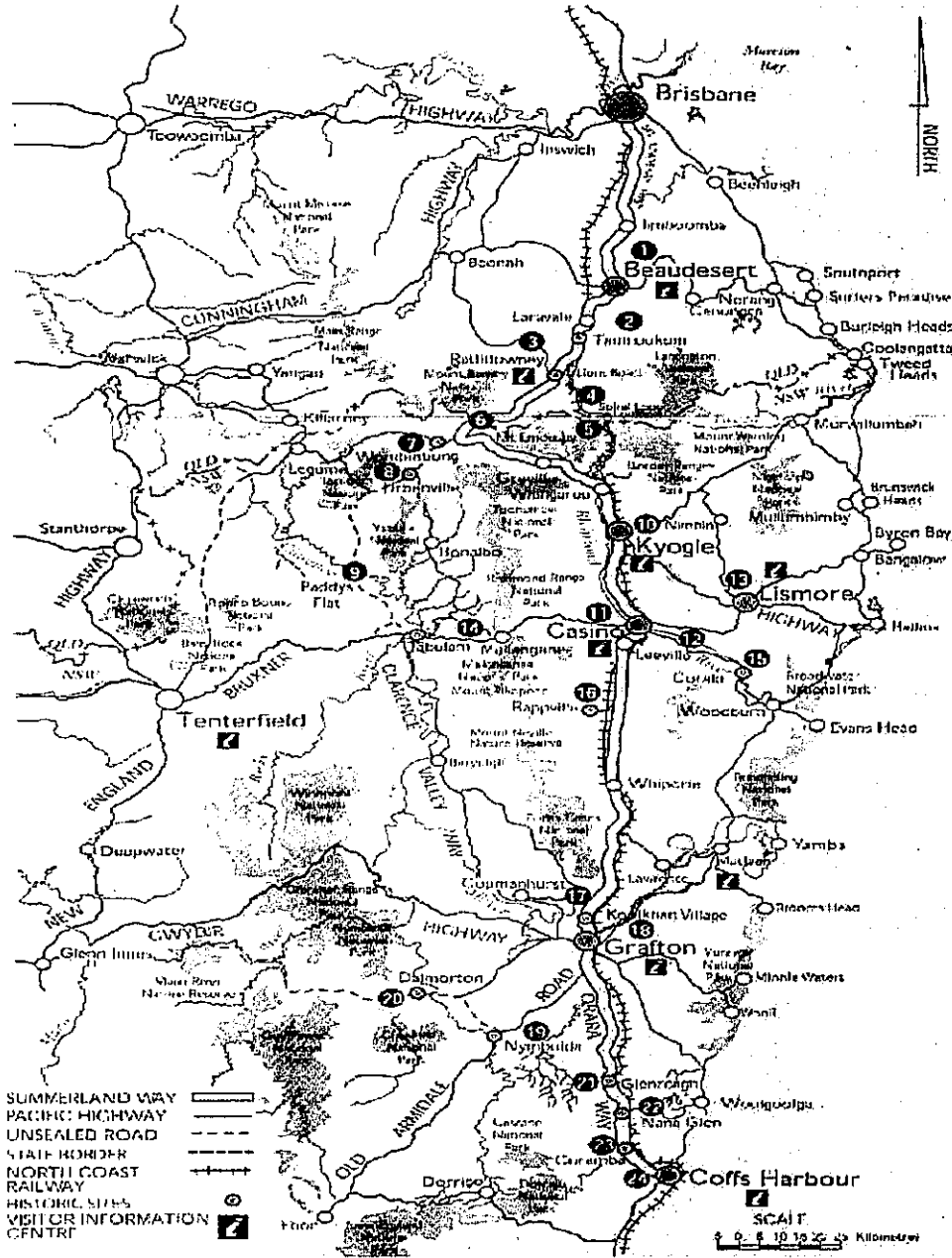
“Countrylink was formed as a business unit of the State Rail Authority in 1989 to operate all non-metropolitan long distance passenger services. It inherited a fleet of XPT and locomotive hauled passenger trains. This was following the election of the Greiner State Government in 1988 and the publication of the Booz- Allen Hamilton report into NSW rail services. This report recommended closing all country passenger services as they were considered economically unviable; however this was initially implemented but never fully introduced. Many locomotive hauled long distance trains, such as the Brisbane Limited and the Pacific Coast MotoRail were withdrawn and replaced by XPT services at about this time”.

Today with the cost of fuel, traffic congestion and an aging population a further review of rail services would be recommended, as many regional commuters are once again isolated through lack of efficient transport networks. The introduction of an efficient commuter rail service from the Northern Rivers to Brisbane using the existing North Coast line would provoke improved services to rural local transport networks. The NSW Long Term Transport Master Plan Forum held recently in Lismore identified the need to, “incorporate the needs of the most transport disadvantaged groups in regional communities, for example Aboriginal communities and young people and the use of mobility management and transport coordination technologies to ensure that new and existing transport services are coordinated with the needs of existing and potential passengers”. (Northern Rivers Social Development Council 2012)



Kyogle Station and Goods Yard October 1963

Location map – Summerland Way



(Source: RTA /Pub.06.061 Heritage Drives Self-Guided Tours)

The Summerland Way:

Is the alternate route to the Pacific Highway, from Brisbane to Coffs Harbour, following the North Coast Railway Line, this road is an extremely important arterial access link for 90% of tourists to Kyogle at this entry point of the Northern Rivers. Self-drive tourism is the areas only marketable opportunity at present. However neighbouring Councils have shown interest in this route becoming a heavy vehicle corridor for industry, which would severely impact our tourism industry and put the priority on rail as the safest means of travel in the future.

2.0 Proposal

Improved rail service

Infrastructure Australia has identified the benefits and need to improve freight rail services. The TRAIN project is a major cross border transport network improvement strategy that the potential to significantly improve commuter rail services as well as freight. There is an equal and ethical social responsibility to consider improvements to move people as well as freight.

Aims and Objectives

The aims and objectives of this proposal is to point out the most immediate and cost effective methods for the NSW or Queensland State Governments to introduce, independently or through a cooperative cross border joint venture, improved commuter rail services within the fastest growing region in Australia.

Cross Border Cooperative Projects:

Cross Border cooperative project participation between NSW and Qld State Governments have proven successful in the past with tourism projects, Cross Border road and rail projects need equal consideration, as Barry Buffier (2009) Deputy Director General, State & Regional Development and Tourism, Industry & Investment NSW "discussed the need for the upgrade of the Summerland Way and the Mt Lindsay Hwy, to act as an alternative to the Pacific Hwy. This, in turn, will reduce carbon emission and ease urban congestion on coastal roads. There is a need for both Queensland and New South Wales Governments to work closely together, as this project relates to cross border issues". Successful joint ventures such as the 8 million dollar cooperative tourism marketing project and The Rainforest Way project would be significantly strengthened with the introduction of a passenger/commuter rail service from Brisbane to the Northern Rivers on a realistic timetable. The economic benefit to both The Northern Rivers and South East Queensland Regions of Australia would be a trigger to provoke regional investment and lessen visitor's carbon footprints even further.

Rational, Needs analysis and benefits:

Patronage is low on the existing XPT service and the reason for this is simple, it runs to an inconvenient time table and is difficult to use by those who most need a 'Day Trip' service. Kyogle for example is a 2 hour rail journey to Roma Street Brisbane, but a 7 hour bus journey via connecting services, leaving Kyogle at 9:10am and arriving in Brisbane at 4:00pm. Current XPT services run at inconvenient times as it passes through Kyogle at 4:22am and returns at 9:32am the same day, requiring an overnight stay for commuters/travellers to Brisbane. The inconvenience of the timetable and added expense for accommodation makes this transport option extremely unattractive and does not promote this service to be fully utilized.

A real need has been identified for a return to a 'Day Trip Commuter Service' since the change from the Brisbane Limited daily service to the inconvenient XPT service. The support for the service will be significant as the removal of a convenient rail service to Brisbane has severely affected people who most require day trips to Brisbane. A two way day trip service out of and into Brisbane would benefit both South East Queensland and Northern Rivers economies equally.

With NSW and Queensland State Governments actively participating in successful joint ventures such as the 8 million dollar cooperative tourism marketing project and The Rainforest Way, these projects would be significantly strengthened with the introduction of a passenger/commuter rail service from Brisbane to the Northern Rivers of NSW on a realistic timetable. The economic benefit to both The Northern Rivers and South East Queensland Regions of Australia would be a trigger to provoke regional investment. The introduction of this vital transport service would realise significant social and economic benefits to the regions identified. Brisbane is approximately two and a half (2 ½) hours train travel from the Northern Rivers. A train service between these two destinations would provide a significant transport service that would benefit both regions significantly reducing congestion on rural local road networks and reducing the regions carbon footprint.

South East Queensland has been identified as our largest tourism market as the Northern Rivers is significant to SE Qld, the future opportunities provided by the introduction of a commuter rail service would be diverse and extensive.

Immediate Opportunities & Benefits:

The introduction of extremely marketable 'Day Trip' Commuter Rail service will stimulate a dramatic increase in passenger numbers for Countrylink Northern Rivers to Brisbane services. The introduction of these services will be the stimulus for significant and sustainable economic development providing considerable local economic benefit to both the Northern Rivers and South East Queensland. Retirees are relocating in-land with no intention of leaving; this provides opportunities in new industry and service areas such as Aged Care and Retirement Villages. Addressing the absence of buses and trains in the Northern Rivers area is a key point within the NSW Long Term Transport Master Plan.

"The Northern Rivers region includes the centres of Tweed Heads, Lismore, Ballina, Casino, Kyogle, Grafton and Byron Bay. It has a population of around 244,000. The region has both high employment and population growth, supported by migration from Sydney, regional NSW and South East Queensland. The high population and employment growth in South East Queensland attracts Northern Rivers residents across the border as commuters. The growth of the Gold Coast-Tweed major city will also create strong demand for transport connections. The concentration of employment in service industries in Tweed and Lismore is increasing local congestion". (Transport NSW 2012)

A report in the Australian Property Investor (API) magazine in September 2006 stated that, "The population of the Far North Coast of NSW has grown by 2500 people a year for the past five years or nearly seven people a day". Inland locations like Kyogle Council LGA will significantly benefit from the NSW Government's 2006-31 Far North Coast Regional Strategy; "The NSW Government's strategy for the far north coast aims to protect the coastline from excessive development. That means that inland towns like Casino and Kyogle will pick up a substantial share of the expected population and jobs growth". (API 2006).

Transport NSW (2012) has identified sustained growth will place increasing demands on the transport system. The Pacific Highway Upgrade is proceeding in the region. There is a need to address east-west access for high productivity vehicles. Investigations are being conducted into the resumption of the Casino-Murwillumbah rail service and extensions to South East Queensland. The proposed future improvements will take time and time is what the Northern Rivers does not have, the time for action is upon us.

"Transport provides access to jobs and essential services such as health care and education as well supporting social contact. Consequently, transport planning decisions have significant and diverse impacts on equity of opportunity. The quality and availability of transport affects people's social and economic opportunities and their quality of life. Inadequate transport services can lead to dependency on cars and areas of concentrated social disadvantage. An important objective of the NSW Government is to deliver a transport system that is equitable, affordable and accessible to all". (Transport NSW 2012)

The Federal Government's focus on nation-building, through the establishment of Infrastructure Australia and the Building Australia Fund, provides the Northern Rivers with an opportunity to argue strongly for transport projects which strengthen the local economy and create jobs. (Saffin J. 2009)

Cost Recovery:

The cost of running any of the three services identified over a 2½ hour period is difficult to estimate, initial investment would be required to introduce any of the services listed previously. It is estimated that a twice daily Commuter Rail Service between the Northern Rivers and Brisbane would receive \$1,916,250.00 in ticket sales in the first year, projecting that 150 passengers (37.5 per trip) used the service a day at a ticket price of \$35.00 return.

Commuter demographic:

The demographic of potential commuters is varied, ranging from the elderly seeking safe efficient transport for medical appointments, to youth seeking connectivity with the City. The Northern Rivers largest tourism market segments from South East Queensland, being 'short-stay', 'weekend getaway', or 'Visiting Friends & Relatives'. Connectivity to employment and educational opportunities will see an increase in this type of commuter. Professionals and Business people will have access to fast effective transport networks to conduct business in the City or regional areas. This would eliminate the need to drive to meetings on already congested road networks and allow time to prepare for meetings while travelling.

Tourism

Benefits of Tourism:

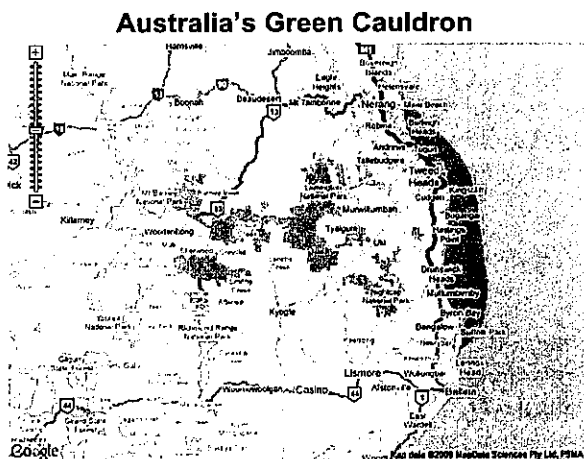
Measurements of the combined direct and indirect contribution of tourism to Gross State Product (GSP) showed New South Wales in the lead with \$23.5 billion followed by Victoria at \$15.7 billion and Queensland with \$15.5 billion. Tourism in New South Wales directly (162,530) and indirectly (112,930) employs more people in tourism specific and tourism-related industry sectors. The research also provides data on which tourism-specific and tourism-related industry sectors are driving direct tourism employment. Across all states and territories direct tourism employment is highest in the 'Retail trade' sector (125,600 people nationally) followed by 'Accommodation' 71,700 with 'Cafés and restaurants' among the top five employment sectors for all states and territories. (STCRC 2009) Presently most experiences sought in Kyogle Council LGA are nature based. Branded the 'Gateway to the Rainforest' Kyogle Council LGA is the hub of a rural region surrounded by World Heritage listed National Parks. Primary Industries were prosperous and sustained the local economy up until the early 1970's. Since that time a decline in timber resources and a significant market shift for our dairy and beef industries has influenced a decline in the reliance on these industries to sustain the local economy. Tourism has become a significant value adding supportive industry in boosting the local economy.

Local Tourism Product:

Kyogle Council LGA can offer visitors exquisite B&B, Hotel, Motel, Farmstay, Retreats to Nature based camping adventure experiences. The World Heritage listed Border Ranges National Park is central to the nature based experience sought by visitors. Increasing numbers of visitors are coming via already busy rural road networks, forced to use their own vehicle as there is no alternative transport infrastructure in place. This has caused significant social impacts on rural communities with visitors unaware of everyday rural activities encountered on rural road networks. With the decline of primary industries as a sustainable economic driver for the region, tourism is becoming a significant supportive industry in the economic sustainability of the local area, allowing value-adding across a diverse section of the local and regional economic community.

Marketing:

Public interest is extremely enthusiastic, positive and encouraging for the introduction and return to Day Trips to Brisbane from Northern Rivers. South East Queensland is by far the highest proportion of visitor numbers into the Northern Rivers, the highest majority Visiting Friends and Relatives. This is a significant target market for rail travel and numbers would undoubtedly increase with the convenience of Day Trip services. Marketing is not restricted to domestic travellers and significant leverage can be obtained through linking with the National Landscapes 'Australia's Green Cauldron' initiative. Designed to target international visitors and direct them into South East Queensland and the Northern Rivers region of NSW. Australia's Green Cauldron is the remnants of an ancient shield volcano that is now a living Gondwana World Heritage rainforest.



This vast caldera stretches from Byron Bay to the Gold Coast and west towards the Great Dividing Range. Connection with Brisbane International Airport via the Airtrain provides opportunities to market the Fly/Rail/Coach travel International visitors are familiar with.



Increased Baggage/Luggage Capacity:

Increased luggage capacity will be required to cater for the increasing Mountain Bike Adventure Seeker market as only three boxed bikes are permitted per train at present which significantly inhibits marketability. Shoppers with larger parcels would also benefit from increased capacity, as well as International and Domestic travellers using the service to connect to flights to and from Brisbane. Increased luggage capacity would also improve the marketability of the service for domestic holiday makers.

Other opportunities and market segments include:-

The introduction of a Brisbane to Northern Rivers Commuter Rail Service;**Would:-**

- Aid future Cross Border transport network solutions in the fastest growing regions in Australia, NSW Northern Rivers & South East Qld;
- Relieve the traffic congestion on Coastal & Rural Local roads and reduce social impacts from increased visitation in private vehicles;
- Provide opportunities for economic development in regional areas, Tourism has become a significant value adding supportive industry in boosting the local economy;
- Provide significant positive social impacts by immediate improvement in local, Regional & Interstate transport networks;
- Reduce the regions carbon footprint with less private vehicle movement;

Economic

Employment opportunities will be provided with the development of Bromelton Industrial precinct generating an estimated 35,000 jobs as part of the Great South East Queensland Strategic Plan. Bromelton is on the North Coast line to Brisbane approximately one hour north of Kyogle by rail. If we have a rail service that ran to a convenient time table to take advantage of this opportunity it would have significant social and economic impacts for Kyogle. September 09, 2008 - The Queensland Government has declared a new State Development Area at Bromelton near Beaudesert, which will preserve land for future industry in a dedicated area separated from residential developments. The area has been earmarked for industrial development since the late 1970s, and was first identified as an investigation area and then later as a Major Development Area, in the South East Queensland Regional Plan 2005-2026.

Potential for the State Development Area includes:

- Large lot industrial uses requiring rail access
- Freight and logistics operations (major intermodal freight terminal)
- Large scale distribution/warehousing centres with road/rail requirements.
- Industry support services, freight and logistics/transport servicing depots.

Day Trip opportunities for South East Qld into the Northern Rivers would be the trigger to encourage associated tourism product development for our local area which would benefit visitors and locals alike. This would not only boost the local economy and provide sustainability into the Tourism Industry; it would also significantly reduce our Carbon Footprint with visitors not having to drive private vehicles to get here. The ability to control visitor movements around the area is significant to our Destination Management Strategies and reduces potential conflict between local farmers and visitors in 4WD's using rural local roads with little or no understanding of everyday rural activities and what to lookout for.

Opportunities In the Northern Rivers:

- Encourage Investment in Local/Regional Tourism Product;
- Tourism: Daytrip guided tours, 'Ride the Range' and other Mountain Bike Experiences;
- Linking with a Casino to Byron Rail Trail;
- Or a reinstated Casino to Murwillumbah Rail Link;
- Photography excursions, Bird Watching expeditions, Habitat Tours;
- World Heritage National Park tours;
- School Excursions;
- Daytrips, Markets & Shopping Excursions;
- Attend Events Cultural and Sporting;
- Overnight and Weekend Getaways;
- Agritourism 'Eat at Local Kyogle Dinning outlets for regional cuisine';
- Theme Trains (KATS, armature theatrical troop);
- Family Train Trips;
- Tourism promotion on the train journeys (North & South) through the display of audio/visual presentations while traveling extends opportunities.

Opportunities To South East Queensland & Brisbane:

- Attend Events Cultural and Sporting;
- Daytrips, Markets & Shopping Excursions;
- School Excursions;
- Overnight and Weekend Getaways;
- Business Trips: Allows for work to be done that could not while driving;
- Medical Appointments;
- Employment;
- Higher Education;
- Theme Trains;
- Family Train Trips;



Newcastle Historic Railmotor visit 2011

NBN

With the impending introduction of the NBN High Speed Broad band regional Australia will be competitive with larger centres with investment and lifestyle choices as long as the basic infrastructure is present, highest of list of priorities are regional transport networks.

"Once built, the NBN has the potential to transform the way we do business by helping businesses overcome the barriers of time and distance. We expect that access to superfast broadband will give businesses the opportunity to increase productivity, save time and money and the ability to compete on a global scale. The services provided over the NBN are expected to promote business efficiency, and may open up opportunities for businesses to hold meetings or liaise with suppliers and agents across Australia online - potentially saving time and costs associated with travelling. The NBN has the potential to help Australia become an international leader in educational innovation. The opportunities for advancements in medical technology are one of the most exciting aspects of the NBN. Enabling expanded access to care through interactive internet consultations, supporting telemedicine and addressing health shortages through internet-based care are some of the ways that services are expected to be offered over the NBN to address the medical gap between urban and regional Australians". (NBNco 2010)

Social

There is a great deal of Economic Development opportunity and Social responsibility presented at this time with a number of retirees settling into the Northern Rivers with no intention of leaving. By 2026 30% of the Northern Rivers population will be over 60 years of age. Northern Rivers Area Health is stretched to the limit already and Kyogle certainly does not have the services these people will require. "By improving the accessibility of rail service to Brisbane, this would surely decrease the pressure on the Northern Area Health Service for people who need access to specialist services in Lismore. A fast and efficient rail service would increase the number of day visitors to Kyogle and, if marketed with tour or bus companies who could transport people to rain forest areas or village trips, would make an attractive alternative to coastal trips". (Franklin F. 2010).

- Recent ABS figures released indicate that Kyogle has increase population from -.1% to .3% an increase of .4%. This is in line with regional predictions Lismore .6%, Ballina .7%, Byron 1% and Tweed 1.7%. The move west is on! Restricted coastal development, coastal traffic congestion and real estate prices are as predicted encouraging people to look further west into the hinterland for property. This creates an issue for our East West Transport Connectivity;

Population growth in the Northern Rivers region will be influenced by:

1. Current population growth rates. With a current population of 265,000, the Northern Rivers region has been growing at a rate of over 4,000 people (1.6%) per year, one of the highest rates of growth in an Australian region outside the capital cities.
2. Land available for development, that is, the extent of the region's land resource and any additional re-zonings that are underway. Population forecasts suggest that the region's population will reach 348,880 by the year 2031. It is assumed that enough land will be released to accommodate this anticipated population growth within the next 25 years.

3. The region's attractiveness is primarily related to climate/lifestyle (youth and retirees and semi-retirees, etc.), job opportunities (young singles, young couples and families) and market potential (businesses and industries). Professional workers, who are also dubbed 'knowledge workers' and the 'creative class' have a preference for 'lifestyle' regions/locations thus there will be a propensity for entrepreneurs and knowledge workers to move to the region to seek a better lifestyle, employment and/or start up their own businesses. However, as the number of people of working age retiring increase, there is a corresponding decline in the proportion of the region's working age population. This has the potential to impact negatively on regional productivity and unemployment.
4. Insofar as out migration is concerned; the biggest drain on the region's population is likely to be from young singles leaving for employment, higher education and for life broadening experiences. (RIEP 2006)

Environmental

The immediate reduction of the regions carbon footprint would be evident in the reduction of private vehicle traffic into and out of the region. At present the majority visitors and commuters must rely on private vehicles using congested road networks to move around the region.

Encouraging people to use the rail service would address a number of issues.

- The ability to control visitor movements within environmentally fragile areas will assist in the preservation and protection of these areas;
- The immediate reduction in carbon emissions would only enhance the Northern Rivers Clean and Green status;
- Reduce the potential conflict between local farmers and visitors in 4WD's using rural local roads with little or no understanding of everyday rural activities and what to lookout for;
- The environmental biodiversity within the Northern Rivers is the second most recognised in Australia. Protect the regions World Heritage and other natural assets is this generation's responsibility for future generations and environmental sustainability;
- The future economic benefits for the region by preserving and protecting these environmental assets will be realised over time.

Casino to Murwillumbah line:

The existing Northern Rivers Countrylink Rail/Coach distribution network is considered sufficient to cater for the needs of commuters in the short term with the introduction of a twice daily service on the existing North Coast line. However, with the predicted regional population growth re-establishing the Casino to Murwillumbah rail service and the planned extension into the Gold Coast network is seen as essential to cater for future needs. The NSW State Government has appointed an Infrastructure Consultant to lead a Feasibility Study into the Casino to Murwillumbah Line. This proposal will be forwarded to be included within this study as a supportive element, rather than an instead-of, proposal for consideration in future Northern Rivers Rail transport needs.

4.0 The Commuter Rail Service Options

Option 1 – Adjust Countrylink XPT Time Tables :



Countrylink XPT

What could be considered the most cost effective solution would be to adjust the time tables of the two existing Countrylink XPT trains that service the Northern Rivers from Sydney. Two XPT services come into the Northern Rivers from Sydney daily, one in the morning and one in the afternoon. The morning XPT travels through to Brisbane, but is little use for day trips as it begins the return journey one hour later. The afternoon XPT once serviced Casino to Murwillumbah and now terminates in Casino for the return journey to Sydney, again little use to commuters further north. If this service was adjusted to continue onto Brisbane it would be the affordable solution to a major problem as per the time table below. Countrylink XPT trains are not well patronized from the Northern Rivers to Brisbane at present, basically because of the inconvenient time table and the major passenger market segment, 'Day Trippers' cannot use the service.

The proposed time table adjustment to existing XPT services:-

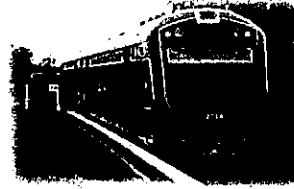
Morning XPT		Afternoon XPT	
Sydney – Brisbane		Sydney – Brisbane	
Sydney	5:12pm	Sydney	2:15am
Casino	4:55am	Casino	1:44pm
Kyogle	5:22am	Kyogle	2:15pm
Bromelton	6:30am	Bromelton	3:15pm
Brisbane	7:30am	Brisbane	4:15pm
Brisbane – Sydney		Brisbane – Sydney	
Brisbane	8:30am	Brisbane	5:00pm
Bromelton	9:30am	Bromelton	6:00pm
Kyogle	10:28am	Kyogle	7:00pm
Casino	10:53am	Casino	7:30pm
Sydney	10:06pm	Sydney	6:52am

The Queensland Government has indicated it would be preferable if Countrylink services avoided the congested Brisbane urban rail networks at peak periods. Due to the economic opportunities of providing convenient commuter rail services to the future industrial development of Bromelton for employment opportunities, this would be unavoidable. Integration of this proposed service into Queensland Rails time table is one possible solution.

Option 2 – Introduction of rail Motor Services:



Endeavour Railcars



Hunter Railcars

The introduction of Rail Motor services similar to those which run from Sydney to the Hunter and Illarwarra would not only provide much needed Commuter Rail Services between Roma Street Brisbane and Casino Northern Rivers NSW, but it would also dramatically reduce the regions Carbon Footprint and provide economic stimulus in the fastest growing region in Australia. The opportunity for investment in associated business and infrastructure, along with investment from new residents' relocation to a more accessible area would be a significant boost for local economic sustainability. The kudos extended to Governments involved would be measured by the economic prosperity stimulated similar to the opening of the line in 1910 and the extension to Brisbane in 1930.

Option 3 – Install a third rail for Queensland Rail:



Mrs. Moore (wife of the 23rd Qld Premier A.E. Moore) cuts the ribbon welcoming the first Sydney to Brisbane Train 1930.

Encourage Queensland Rail to continue installing a third rail extending from Salisbury to Bromelton and onto Casino to allow their narrower gauged light rail to service the area. Queensland Rail Travel is working to drive economic value to Regional Queensland. Cross Border transport networks would benefit greatly from this major tourism investment of \$189M in new trains. Strong dispersal throughout Queensland would be extended to include the Northern Rivers. (QR 2012) It is estimated that by 2025, one quarter of Australia's population will live within the coastal region from Hervey Bay to Coffs Harbour (BB 2008). Restrictions on coastal development and increased house prices encourage overflow migration to hinterland areas.

This method would place Northern Rivers into the Queensland Rail (QR) Regional network and into QR timetables, eliminating the issue of a Northern Rivers to Brisbane service operating outside the Brisbane commuter rail network during peak periods as this service would be included.

5.2 Conclusion and recommendations

This document has highlighted the immediate and critical need for improved Cross Border Rail Services and the ongoing benefits to local transport networks. It is understood that the NSW Government has significant issues with its Sydney Metropolitan rail network and likewise the Queensland Government are focused on its Brisbane, Intra-State and Gold Coast rail networks. This leaves the Northern Rivers in a black spot in the middle. It is recommended that both NSW and Queensland State Governments either independently or within a Cross Border joint venture, with assistance of the Federal Government, give serious consideration to the options put forward in this document.

Public support for the introduction of a twice daily commuter rail service between the Northern Rivers and Brisbane has indicated that this service would be received with the same amount of fanfare and gratitude towards the Government(s) who provide the service as that received by the opening of the Kyogle to Brisbane rail extension in 1930.



927. Opening of Railway Kyogle to Brisbane – 1930.




The Centenary Train June 25th 2010

Appendix 1:

Booz Allen Hamilton review and restructure

"In 1988, the newly elected Greiner State Government commissioned a report into the SRA by American consultants Booz Allen Hamilton. The report, delivered in 1989 recommended widespread job losses, up to 8000, including the withdrawal of staff from 94 country railway stations, withdrawing services on the Nyngan- Bourke line, Queanbeyan - Cooma line and Glen Innes- Wallangarra line, the axing of several country passenger services (the *Canberra XPT*, the *Silver City Comet* to Broken Hill and various diesel locomotive hauled services) and the removal of sleeper trains from services to Brisbane and Melbourne. The report also recommended the removal of all country passenger services and small freight operations, but the government did not consider this to be politically feasible.^[1] The SRA was divided into business units - CityRail, responsible for suburban and Inter-urban railways; CountryLink, responsible for country passenger services; FreightRail, responsible for freight services; and Rail Estate, responsible for rail property. Upon the formation of the business units in 1988, CityRail adopted a black and yellow 'L7' logo (later to become blue and yellow), and Countrylink adopted its present now old blue and white 'Mountains' logo and livery".




Appendix 2:

Regional transport links miss out

8th February 2012

A TRANSPORT plan connecting rail, train and bus services on the Northern Rivers has not been funded by the NSW state government. The Northern Rivers Regional Organisation of Councils (NOROC) had been lobbying the NSW government for the development of a Northern Rivers regional transport strategy. The organisation represents Lismore, Kyogle, Tweed, Clarence Valley, Byron, Ballina and Richmond Valley councils and is a member of an advisory group providing input to the NSW Long Term Transport Master Plan. NOROC president Cr Phillip Silver said he had hoped the NSW Government would commit to a plan for the Northern Rivers this year. However, he said: "The NSW Government has said it wants to complete the NSW Long Term Transport Master Plan before it embarks on regional plans.". He said he was disappointed with the decision, as a lack of connectivity in transport infrastructure meant Northern Rivers commuters lose out. "A classic example is the CountryLink buses. They serve rail passengers out of Casino but part of the agreement is they're not able to pick up intra-regional passengers," Cr Silver said. He will ask the government to expand a study on the cost of restoring the Casino to Murwillumbah rail line to cover other transport. "They're in the region looking at transport issues so we will ask if our integrated study could be incorporated." Cr Silver said there are great opportunities to link transport in the Northern Rivers with growth areas in Queensland. "It's the integration of road, rail and aviation for us that's critical," Cr Silver said. "We're a little bit unique compared to the other regions in the state in our relationship with Queensland so we want a plan that reacts and responds to what they're doing there also."



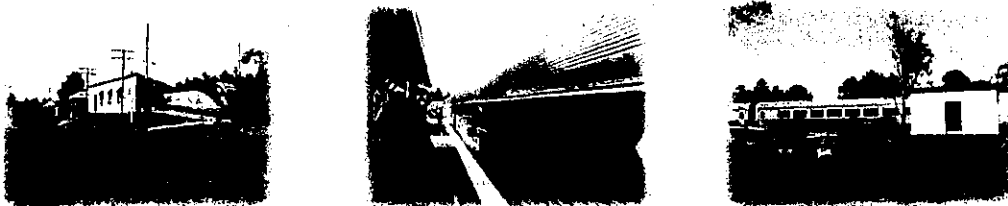
Appendix 3:
Conservation Architect Plans for the sympathetic refurbishment of the Kyogle Railway Station

Kyogle Railway Station Community Project:

In 2002 the local community presented a proposal to State Rail (NSW) for the sympathetic refurbishment of the historically significant Kyogle Railway Station. This proposal presented the opportunity of transforming the Railway Station into a Transit Centre for the local area, coordinated by a local Travel Agent with further opportunities of using the buildings for "The Last Stop Café", a centre for coordinating local and regional bus networks, and the significant area of the Rail precinct provided future opportunities for the development of a Rail Museum.

Railcorp Representation:

Railcorp sent representation through Mr. Stuart Sharpe State Rail Heritage and Mr. Ray Holbrook Rail Estate to meet with community representatives and consider the proposal, to refurbish the Kyogle Railway Station into a Transit Centre for the area. The historical significance of the Railway Station was highlighted in that it was built in a short period when Australian Rail Architecture was prominent, English design influenced early rail architecture and later designs were influenced by American methods. Kyogle Railway Station is significant because it is one of the last on an active rail line. Presently not staffed, the once very active station is locked and only used as a drop off, pick up platform for the Sydney to Brisbane XPT, leaving it very vulnerable to vandalism. The security provided by bringing the Station back to life was enthusiastically embraced by Railcorp representatives and Conservation Architect plans were drawn for the redevelopment (See Appendix 1). Growing Kyogle a community economic development committee have agreed to enter into a licence agreement with Railcorp which will allow the project to continue. The introduction of the proposed rail service would greatly improve the prospects of this significant economic opportunity to proceed.

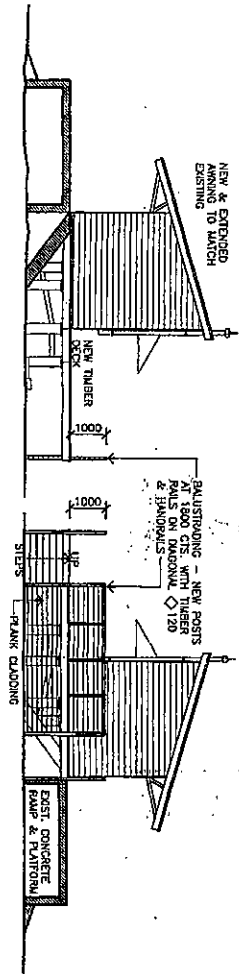


(XPT & Southern Spirit trains at Kyogle Railway Station, Northern Rivers, NSW)

Centenary Celebrations:

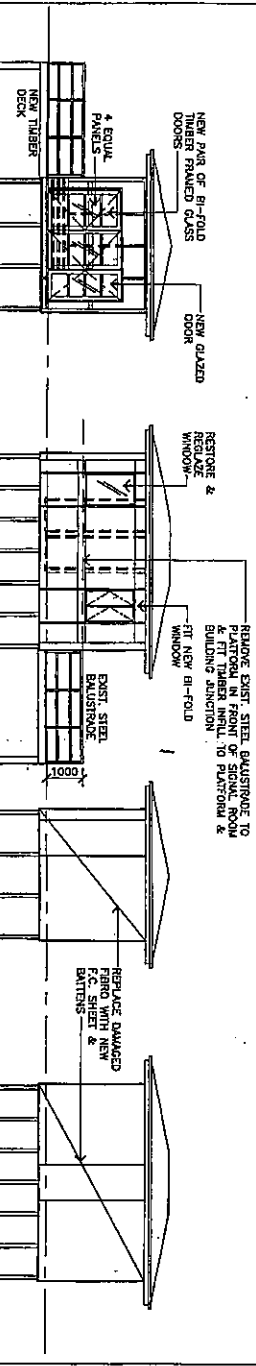
On 26th January 2010 Kyogle Railway Station celebrated its Centenary with a celebration event and the re-enactment of the Official Opening. 300 locals and visitors attended these celebrations which highlighted the significance and esteem of the station to the community. Those attending were shown the planned refurbishment of the Station and a draft of this document with all who viewed them being very supportive of both projects.





1 END ELEVATION
1:100

2 END ELEVATION/SECTION
1:100

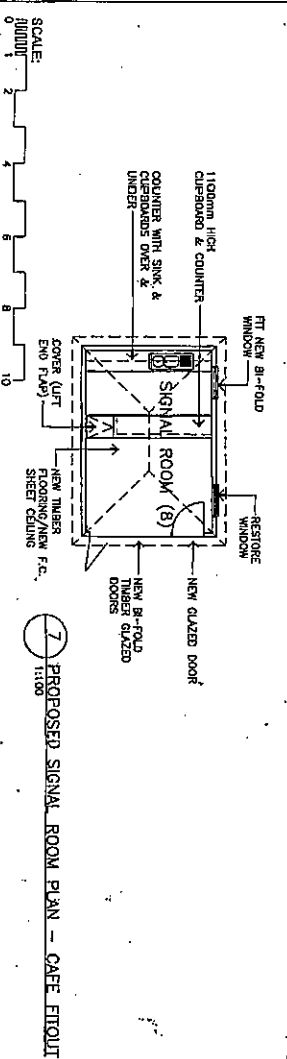


3 PROPOSED STATION ELEVATION
1:100

4 PROPOSED PLATFORM ELEVATION
1:100

5 EXISTING SOUTH ELEVATION
1:100

6 EXISTING TOWN ELEVATION
1:100



7 PROPOSED SIGNAL ROOM PLAN - CASE FITOUT
1:100

DAVID SCORR ARCHITECTS
 GPO. 6, 177, SAUNDERS WAY BLDG
 702, 81, 100, 817, 244
 TEL: 61 02 942 2411
 FAX: 61 02 942 2411

NEW STATE RAIL -
 THORNTON ASSOCIATES

ROBLE PAL STATION
 ADVANTAGE RE-USE OPTIONS
 STATION BUILDING
 SIGNALS ROOM

Scale: 1:100
 Date: 11/05

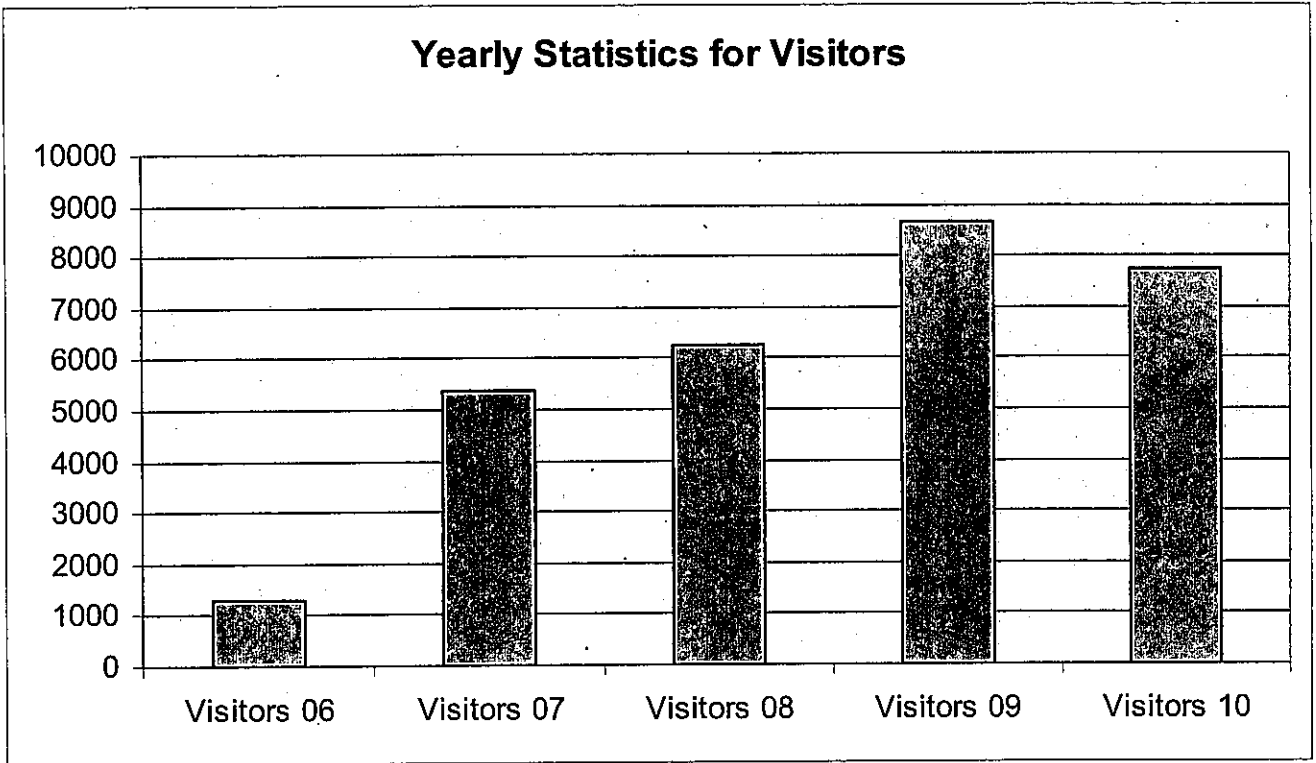
**Appendix 4:
Total Visitor Number Statistics
For the
Kyogle Visitor Information Centre
From Sept 2006
To 21st March 2011**

The value of tourism:

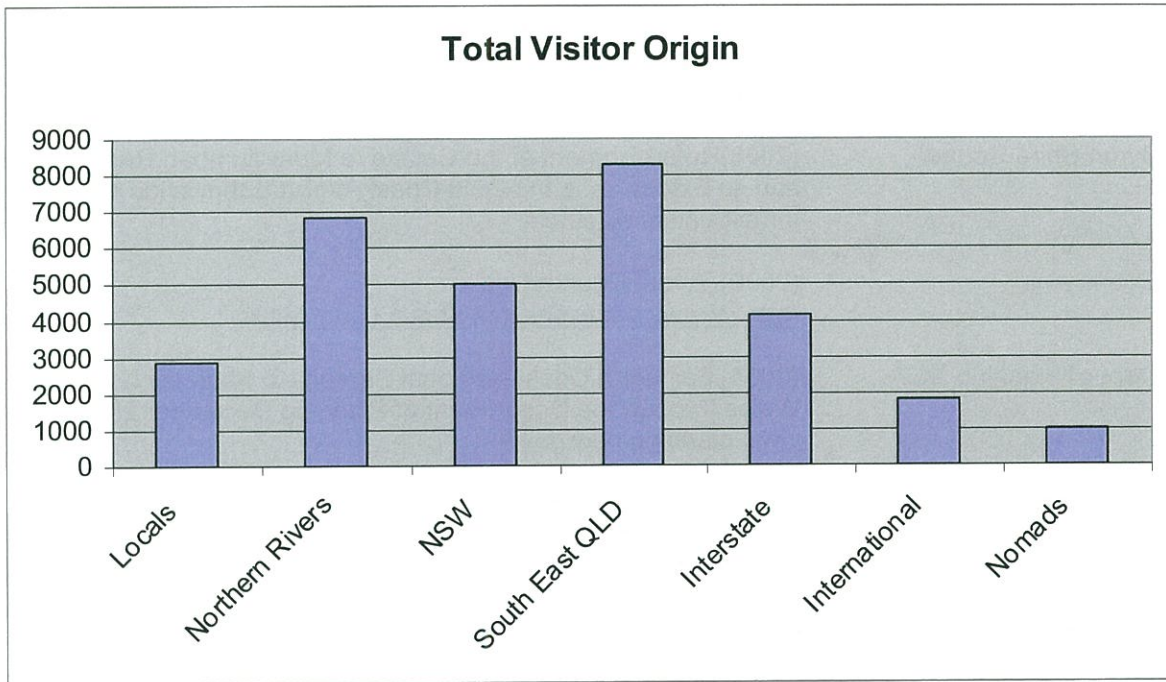
The value of tourism to the local area is calculated using the following formula:-
The number of through the door visitors to Kyogle Visitor Information Centre is multiplied by a predicted State average of eight visitors who do not call into Visitor Centres. This figure is then multiplied by an average \$72 spend and an added 35% for overnight stays. So since September 2006 to 21st March 2011 to value of tourism is:-

Visitors	Variable	Actual Visitors	Eco Benefit	Total Value
30048 x 8 =		240,384 x \$72=	\$17,307,648 +35%=	\$23,365,324

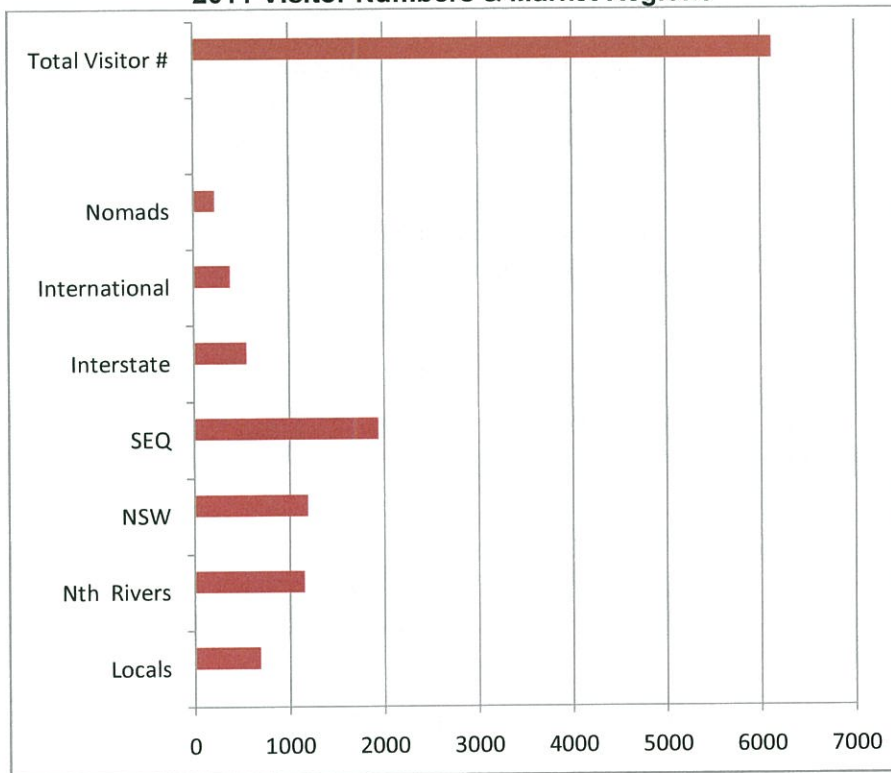
Number of Visitors 'Through the VIC Door' per year



Distribution of Visitor Market Regions



2011 Visitor Numbers & Market Regions



References

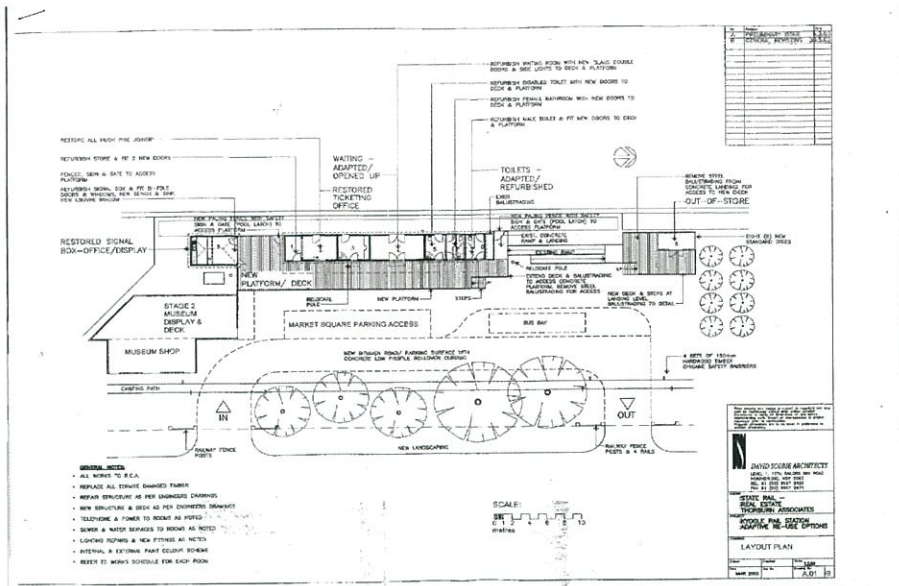
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Kyogle Railway Station Transit Centre Project

Prepared by
Malcolm Wallis
August 2012 ©



Future Plans for Kyogle Railway Station Transit Centre



Kyogle Railway Station 2012

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Part A – Setting the scene

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- 2. An overview of future plans and strategies to provide a solution**

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- 3. Needs analysis**
- 4. Opportunities**
- 5. Changing travel behaviour**
- 6. Improving transport efficiency and safety**

Part C – Detailed Network Strategies

Part D – What it means for the community

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Appendix 1: Outcomes of Sustain Transport Workshop held 5th April 2012

Appendix 2: Kyogle Transport Survey Results

Appendix 3: Kyogle Economic ABS Information (2011 Censes Stats n/a till October 2012)

References

Executive Summary

The Kyogle Railway Station Transit Centre project will deliver a new era in Coordinated Regional Transport Infrastructure to Kyogle and the Northern Rivers Region. It will consolidate local and regional bus services into one easy access area and combine access to rail travel on existing and improved future Countrylink XPT services on the North Coast Line. The sympathetic refurbishment of the 102 year old Kyogle Railway Station building to maintain its historical integrity will provide a comfortable Transport Facility to encourage more passengers onto local, regional and interstate transport networks. A Licensed Travel Agent will coordinate the day to day operations of the transit centre while reintroducing and providing an onsite and online ticketing service to locals and visitors that have not been available for a number of years. The migration of retirees to the area has signalled a critical need to immediately improve local, regional and interstate transport networks and infrastructure. The success of this project will address the growing demand and provide future social, economic and environmental opportunities and benefits. At present, private vehicle transport is the most affordable, dependable and flexible method of transport for locals and visitors to the area. The public transport options available are expensive and have inconvenient scheduling as buses do not meet train timetables, and shuttle services on the Northern Rivers do not service Kyogle directly.

This project is necessary to meet NSW Government's Goals 7, 8 and 9 of the *NSW 2021 Plan* and the Strategic Imperatives outlined in the *Visitor Economy Taskforce – Final Report*.

Part A – Setting the Scene

1 Transport challenges facing the region

1.1 Rail Travel

Kyogle is serviced by one CountryLink XPT Service daily. This service arrives in Kyogle from Sydney at 4.22am and travels onto Brisbane arriving at 6.30am. On the return journey, the XPT leaves Brisbane at 7.30am and arrives in Kyogle at 9.28am.

Travelling to Brisbane for a day trip is obviously not an option and this has become a critical issue for residents travelling to medical specialist appointments, for medical treatment (such as chemotherapy) or for visiting friends and relatives in hospital. All of the patients requiring specialist intervention at specialist referral centres, premature babies, head injuries and paralysed patients are transferred to Brisbane Specialist Hospitals, creating a tyranny of distance for relatives and loved ones. This has been a critical issue for an area of low socio economic income and is becoming more critical with the migration of retirees into the area. Providing assistance to the elderly or those medically unfit to drive is proving to be a drain on the available volunteer resources many of whom are themselves elderly. Ever changing traffic conditions and city traffic congestion creates stressful conditions for people who are already distracted and concerned.

Likewise, friends and relatives of elderly and/or locally hospitalised patients are unable to make a day trip from Brisbane to visit and/or support such people in Kyogle.

Private vehicle is the only way to service business trips between Kyogle and Brisbane and is the most convenient way to attend performances by International Artists, National Sporting, Arts and Cultural, and other specialty events only conducted in Capital Cities.

1.2 Bus Travel

Inconvenient timetables, confusing connections and time spent waiting for return services all contribute to local and regional bus services not being patronised. Large group travel has no central arrival and departure point in Kyogle. These groups consist of School excursions, sporting groups and Senior Citizens who presently gather at areas on the local urban street network with limited vehicle parking for drop off and collection causing traffic and pedestrian congestion in these areas. The same issue applies to visiting coach and bus tours, Kyogle is limited to how many of these visiting tours can be catered for which significantly restricts gaining economic stimulus by marketing to this increasing tourism market.

Residents, who are trying to cope with social issues such as unemployment and domestic violence, have no connection to essential services when they most need them.

1.3 Shuttle Buses

The Northern Rivers Health Shuttle and the Byron/Ballina Airport Shuttle are initiatives developed to collect people from the Western areas of the Northern Rivers and connect them with medical and travel services in the more populated Eastern region. Unfortunately these shuttles do not service Kyogle directly, a 42 or 28 kilometre drive from Kyogle and further for more isolated residents is required to connect with these services.

1.4 Private Vehicle Travel

At present private vehicle travel is the most dependable and convenient form of transport around the region and interstate, if you have a car. A large number of the local population are elderly or on some form of welfare. Private vehicle transport is not an option for many Indigenous residents and young people, who often do not possess driver's licences and must rely on friends or relatives for lifts to job interviews, work, training courses, etc. (See Appendix 3)

1.5 Isolation

This issue has come full circle since Kyogle's settlement in 1904. Kyogle realised its first boom time in 1910 when Rail connected Kyogle to the Port of Byron via Casino, Kyogle was no longer isolated. Further improvements to the Rail Transport Infrastructure occurred with opening of the North Coast Line to Brisbane in 1930. Day trip rail services

to Brisbane continued until the introduction of the XPT in 1995. Local transport networks of the time were well supported.

The ability for more people to own their own private vehicle and become more independently mobile decreased the patronage on local transport networks over the years but with increasing fuel prices, high dependence on welfare, the inability to own/drive a vehicle and confusing congested metropolitan traffic conditions has rendered Kyogle isolated once again.

The most disadvantaged groups include Indigenous residents, young people, the elderly and families from low socio-economic backgrounds (See Appendix 3)

2 An overview of future plans and strategies to provide a solution

The Kyogle Railway Station Transit Centre will consolidate local, regional, interstate and international transport requirements for the travelling public. The strategies outlined in this document are strongly supported by Goals 7, 8 and 9 set out in NSW 2021 to improve integrated public transport systems, reduce travel times, grow patronage and improve the customer experience. The findings in the NSW Visitor Economy Taskforce report (2012) also strongly support the need for improved integrated transport infrastructure. "Transport and access considerations are of fundamental importance to the visitor economy. Visitors need adequate transport services, including easily accessible and visitor friendly ticketing options. If a visitor economy perspective is not incorporated into future transport planning and operational decisions, NSW's ability to double overnight visitor expenditure by 2020 will be severely constrained". Future strategies developed for the transit centre will include all the considerations identified by these NSW Government initiatives and what is developed for visitors will benefit local and regional commuters and improve patronage on public transport.

The Kyogle Railway Station Transit Centre will be a staged development as follows:

- Initially formalise a Licence Agreement with NSW Railcorp to occupy the station building;
- Source funding to sympathetically refurbish the Kyogle Railway Station to maintain the building's heritage integrity;
- Refurbish and improve the Station's amenities to include a Disabled Toilet;
- Provide adequate office space for a Licensed Travel Agent to coordinate the transit centre. This will be the keystone to the success and sustainability of the Transit Centre;
- Provide a safe and comfortable transit centre for all commuters;
- Set up on site and online transport ticketing services for the travelling public;
- Develop an online booking service for local tourism operators;
- Develop package deals for the local tourism industry;
- Encourage all local bus operators to use the facility as a pickup and drop-off point;

- Encourage use of the facility for all large group bus and coach pickup and drop off point; and
- Review all local and regional transport connection timetables and recommend changes to more efficiently service the area.

Future Opportunities

- Encourage investment in new tourism and associated products, such as guided tours, shopping outings and special events;
- Develop 'The Last Stop Cafe' in the old signal box to provide refreshments for the travelling public;
- Set up a safe and secure luggage storage facility in either the station building's baggage area or in the out building;

Further options for the out building may be to use it for improved tourism product development in a one stop shop for guided tours and/or mountain bike hire, both of which are emerging markets in the local area.

Another future consideration will be the development of a Transport Museum in the Railway Station precinct.

Over time all of the listed initiatives and future developments will ensure a truly sustainable self-sufficient transport facility.

Part B – Priorities for taking action

3 Needs analysis

The NSW Long Term Transport Master Plan Forum held in Lismore on 5th April 2012 identified the need to, "incorporate the needs of the most transport disadvantaged groups in regional communities, for example Aboriginal communities and young people and the use of mobility management and transport coordination technologies to ensure that new and existing transport services are coordinated with the needs of existing and potential passengers." (Northern Rivers Social Development Council 2012, see Appendix 1)

By 2026, 30% of the Northern Rivers population will be 60 years old or over. To cater for this increase in elderly resident's better transport infrastructure will be essential. Brisbane is the commercial and medical specialist capital most easily assessable to the growing population of retirees for whom these services are essential. At present the main form of 'day trip' transport is by private vehicle, a 2½ hour trip over the Macpherson Range.

Kyogle and district has over the past few decades become a disadvantaged area in regards to Public Transport.

The popularity of and ability to own a motor vehicle allowed the area to be very independently mobile, which seriously impacted on public transport networks which declined over time. Today, with the cost of fuel, traffic congestion and an aging population, a further review of rail services would be recommended, as many regional commuters are once again isolated through lack of efficient transport networks.

“It is estimated that by 2025, one quarter of Australia’s population will live within the coastal region from Hervey Bay to Coffs Harbour. (BB 2004) The Far North Coast Regional Strategy limits future land release for urban or rural residential development within the Coastal Area to protect fragile and vulnerable areas and ecosystems. By catering for additional housing in other parts of the Region, this policy will help sustain and invigorate non-coastal centres. (FNCRS 2006) By 2026, 30% of the Northern Rivers population will be over 60 years of age. (REIP 2010) In recent years, Sydney and the Richmond-Tweed area of Northern Rivers region have had the fastest population increase in NSW with both growing at an average rate of 1.7 per cent per year. (NSW 2021) NSW 2021 also indicates significant population growth for the Northern Rivers region over the next 20 years”. (Wallis M. 2012)

4 Opportunities

“Transport provides access to jobs and essential services such as health care and education as well supporting social contact. Consequently, transport planning decisions have significant and diverse impacts on equity of opportunity. The quality and availability of transport affects people’s social and economic opportunities and their quality of life. Inadequate transport services can lead to dependency on cars and areas of concentrated social disadvantage. An important objective of the NSW Government is to deliver a transport system that is equitable, affordable and accessible to all”. (Transport NSW 2012) “The Federal Government’s focus on nation-building, through the establishment of Infrastructure Australia and the Building Australia Fund, provides the Northern Rivers with an opportunity to argue strongly for transport projects which strengthen the local economy and create jobs”. (Saffin J. 2009)

This project will begin a new era for Public Transport in Kyogle and the Northern Rivers Region while providing significant social, environmental and economic benefits. This project will be the catalyst to fill the gaps and consolidate all public transport needs in the area. It will also provide opportunities and economic stimulus by encouraging investment in new tourism product and associated infrastructure development boosting the local Visitor Economy. Improved public transport infrastructure for intra-regional and cross border commuters would provide the most cost effective, convenient and safest form of transport leading to increased patronage.

Day Trip opportunities for South East Queensland into the Northern Rivers would be the trigger to encourage associated tourism product development for our local area which would benefit visitors and locals alike. This would not only boost the local economy and

provide sustainability in the Tourism Industry; it would also significantly reduce our Carbon Footprint with visitors not having to drive private vehicles to get here. The ability to control visitor movements around the area is significant to our Destination Management Strategies and reduces potential conflict between local farmers and visitors in 4WDs using rural local roads with little or no understanding of everyday rural activities and what to look out for.

Opportunities for the Northern Rivers:

- Move people more efficiently around the region;
- Address the issue of social isolation;
- Provide a more efficient intraregional transport network;
- Connect people with essential services within the region;
- Encourage Investment in Local/Regional Tourism Product;
- Tourism: Daytrip guided tours, 'Ride the Range' and other Mountain Bike Experiences;
- Linking with a Casino to Byron Rail Trail;
- Linking with a reinstated Casino to Murwillumbah Rail Link;
- Photography excursions, Bird Watching expeditions, Habitat Tours;
- World Heritage National Park tours;
- School Excursions;
- Daytrips, Markets & Shopping Excursions;
- Attending Events Cultural and Sporting;
- Overnight and Weekend Getaways;
- Agritourism 'Eat at Local Kyogle Dining outlets enjoying regional cuisine';
- Theme Trains (Amateur theatrical companies);
- Family Train Trips; and
- Tourism promotion on the train journeys (North & South) through the display of audio/visual presentations while travelling extends opportunities.

Opportunities for South East Queensland & Brisbane:

- Provide a more effective cross border transport network;
- Provide the opportunity for 'Day Trips' either way;
- Provide safe comfortable transport for Medical Appointments;
- Connect to Employment;
- Access to Higher Education;
- School Excursions;
- Cater for large specialty travel groups;
- Attend Events Cultural and Sporting;
- Daytrips, Markets & Shopping Excursions;
- Overnight and Weekend Getaways;
- Business Trips: Allows for work to be done that could not be done while driving;
- Theme Trains; and
- Family Train Trips.

5 Changing travel behaviour

Private vehicle affordability and rising fuel prices are having an impact on the local area. Results from a Kyogle Transport Survey conducted in March 2012 (see Appendix 2) indicated more people are relying on friends and relatives for lifts.

Providing more frequent affordable public transport would most definitely encourage more people to use services. Smaller buses running to more convenient timetables would be one solution.

“Question 9 - Are there any trips you would like to make, but are unable to because of lack of transport? If yes, please elaborate (eg visit family, sport, social, health, shopping).

Yes	52	66%
No	27	34%

The main themes were shopping (26), health appointments (18), social/family (17), education (3), sport and recreation (5). People also mentioned particular locations they would like to be able to travel to including; Brisbane, Ballina, Evans Head, Woodburn, Byron Bay, Nimbin, Tweed and local villages such as Geneva, Wiangaree and The Risk.

Question 10 – what, if anything, would make transport more appealing to you?

There were clearly three main themes: availability/existence (19), regularity/frequency (19), affordability (16). Many respondents would like to catch the public bus and be able to choose whether to be out all day or not and 5 respondents commented on the lack of appropriate times for catching the train and some expressed frustration by the complete lack of transport during school holidays. A number of responses suggested a lack of knowledge of available services and concessions e.g. RED ticket, timetables, Community Transport etc.

6 Improving transport efficiency and safety

This project provides a single commuter transport hub that will allow easy access to integrated local, regional, interstate and international transport networks. Providing a central transport collection and drop off point will solve a number of safety issues that presently occur with these points being dotted throughout the urban street network and CBD. The introduction of Travel Agent Services will allow for easy on-site access to ticketing services and travel coordination and lead to economic stimulus in encouraging investment in new tourism product and improved associated infrastructure. This project will address the challenge of connecting the Northern Rivers East West Transport

Networks, which at present either do not service Kyogle or are a collection of confusing, inadequate connecting services. The most significant social benefit of this project is to allow for Day Trips to Brisbane for our increasing aging population seeking Specialist Medical treatment. This project will provide much improved facilities for International travellers with direct access to Brisbane International Airport, via XPT to Brisbane, and then board the Airtrain at Roma Street Station to the Airport, the return journey is reversed. This improved infrastructure will provide a safe, comfortable regional passenger facility.

Part C – Detailed Network Strategies

Revising regional transport network timetables and recommending changes for the better will be essential. At present intraregional transport networks consist of confusing inconvenient connecting services that are unacceptable. For example, a young family from Kyogle wished to visit the Gold Coast for a day trip. Using rail and coach connections it was possible however on the return journey the connecting coach arrived into Lismore 8 minutes after the Kyogle connection had departed. Likewise to travel Kyogle to Tenterfield requires travelling on the School Bus services as the passenger service arrives in Casino 30 minutes after the Tenterfield connection departs and the return Tenterfield service arrives 5 minutes after the Kyogle passenger service departs. This trip is not possible on school holidays. Situations like these need to be addressed to encourage more patronage on a more efficient transport network.

Part D – What it means for the community

The immediate benefit to the local community and outlying areas will be the consolidation of local, regional, interstate and international transport networks providing connectivity for all residents. The success of the Kyogle Railway Station Transit Centre Project and correcting mismatches in regional transport timetables will put the focus squarely on Kyogle as a great place to live, work and play. There is a broad demographic fielding enquiries about relocating to Kyogle Council LGA from young families to retirees who realise the area is extremely well positioned and easily accessible to the major centres of Brisbane, the Gold Coast and Lismore. The western migration of retirees will provide opportunities to develop new industry in the area in regards to Retirement Villages and Aged Care. Connections to essential medical services will be a basic requirement.

Kyogle Council LGA is becoming a very real lifestyle choice for 'Tree Changes' with the added benefit of the NBN Rollout in the near future will only add to the appeal of the area. Efficient transport networks to Brisbane for Business, connecting airport services, visiting friends and relatives, and special events will also raise Kyogle Council LGA's profile as an affordable and accessible place to settle.

Economic benefits to the local area will be significant. The creation of new jobs to cater for new residents will undoubtedly be the on-flow effect as well as the development of new employment opportunities not yet realised. New and improved tourism product and associated infrastructure development will benefit locals and visitors alike while providing a boost to not only the local visitor economy but spread across other industry sectors providing a more prosperous and sustainable local economy.

Conclusion

Providing more efficient and cost effective transport networks significantly raise the profile of the local area as a lifestyle choice for a board demographic. The more immediate benefits of consolidated transport networks will address present and significant issue of people's mobility around the region for reasons mentioned throughout this document. The success of this project will provide disadvantaged communities and people with the basic and essential transport needs they require. The added benefit of re-introducing travel agent and on site ticketing facilities will enhance the transits centres profile. The addition of future initiatives and business ideas will ensure the transits centres success, longevity and sustainability.

Appendix 1:



Outcomes of Sustain Transport Workshop held 5th April 2012

Q 1- What are the key transport objectives for the Northern Rivers region?

Key themes:

- Reduce transport disadvantage
 - Greater focus on sustainability
 - Develop a more positive culture around public transport
 - Cross border issues- linking Northern Rivers to South East Qld
 - Innovative, flexible, demand responsive transport solutions based on local data
-

Reduce transport disadvantage

- Better Public Transport:
 - accessibility
 - affordability
 - travel modes and special needs, people with disabilities
 - practical; timetables/scheduling
 - communication and technology
 - information
 - increased subsidies and incentives
 - *multi* modal (not just buses and trains- look at all possibilities small and large)
 - flexible, demand responsive
 - more buses more often, and intercity service.
 - simply stated there is insufficient.
- Transport equity across the whole state - people should not be transport disadvantaged simply by living in a regional area
- The Transport Master Plan must incorporate the needs of the most transport disadvantaged groups in regional communities, for example Aboriginal communities and young people.
- Use of mobility management and transport coordination technologies to ensure that new and existing transport services are coordinated with the needs of existing and potential passengers.
- The Transport Master Plan should have a funding allocation for regional data collection. Need to start collecting regional data now ahead of the 2013 regional plan rollouts.
- Better use of resources
- Prioritise infrastructure to move *people*

- Integrated, coordinated- locally coordinated
- Cooperation between modes
- Identify and utilize spare capacity
- Commuter rail-Casino-Qld
- Cooperation between service providers rather than competition
- Equity of access- within region, across state
- Transport = access, main focus should be on moving people – responsibility gets displaced (need to consider *real cost* of transport disadvantage to health, employment, education & training, business, service providers etc)
- Public transport should be subsidised as a common good, an essential service
- Transport options and concessions for young people, esp. public transport dependent young people, should be a priority.
- NGOs require funding to work in the transport sector because of the mileage being so great and the cost of fuel being so high. People from these groups cannot be expected to donate the use of their vehicles for minimal costs. Without funding from some source the cost is prohibitive and the organisations cannot function. Clients are unable to pay the full cost of their transport by private vehicle.
- Consistent system of fare concessions. Make all transport concessions have a national standard of quality for all people in receipt of the Disability Support Pension (DSP) payable through Centrelink.
- More funding and better brokerage of community transport programs.
- Need to consider all people with all different needs, including the elderly and the isolated. We need a good medical transport network to get people from this region to either Brisbane or Coffs Harbour and places in between.
- Access particularly for isolated, rural, low socio economic community members.
- Better overall public transport and carpooling options.
- Lack of accessible public transport for people with a disability and frail aged. This applies especially to blind and vision impaired people and people who rely on mobility aids. It also restricts access to information re transport destinations and other information.

Sustainability

- Increased focus on sustainable transport options
- Sustainable transport based on subsidies and incentives
- Regular and cheap commuter buses from Lismore to Ballina, Lennox, Byron and Casino. Lismore receives 35,000 commuting cars every day! Lismore Council's TTM traffic study identified this as a major issue. An efficient bus service might alleviate the need for new roads and is cheaper and less destructive on local communities.
- Establish environmentally, socially and economically sustainable, safe, efficient and regular transport for residents and visitors

Change transport culture

- Change public transport culture, develop positive public transport culture
- Innovative transport solutions need time to take hold- trials need at least 2 years to allow for cultural change
- Leap of faith-change of transport culture

Cross Border issues

- Cross border issues and connections
- Obtaining/developing commuter rail capacity for existing rail system eg Casino to Coolangatta
- Issues of 'state significance' should include interstate connectivity eg. cross border issues. Consider involvement of the cross border Commissioner in the TMP.
- Recognise the economic, environmental and social benefits of establishing a twice daily (Day Trip) Cross Border Commuter Train Service between the Northern Rivers Region of NSW and South East Queensland, one of Australia's fastest growing regions, using the existing North Coast Rail Line.

Innovative solutions

- Increased opportunity of households to a vehicle
- Access to vehicles other than private car ownership- car pooling, car sharing
- Effects of school bus routes and school bus subsidies on reducing incentives for transport providers to develop innovative and flexible passenger services need to be considered.
- Increased active transport- safe, pleasant, accessible bicycle and walking pathways that go where people need to go. Construction of safe cycleways and footpaths, particularly around schools. Safety and amenity of the CBD and incentives for cycling.
- Utilize existing resources more efficiently (mobility management and coordination)
- Explore other/alternative/innovative transport opportunities eg. extend community transport model across the whole public transport system (rather than keep providing 'more of the same')
- To paint an innovative, sustainable transport picture for people of the Northern Rivers (tourists & locals)
- Infrastructure- key transport issue is moving people around –rail, car, public transport, bike, walking all need to be considered and integrated
- Integrated transport systems coordinated by Regional Agencies
- Cooperation between all organizations, be they NGO's, private, government
- Identify and better utilize spare transport capacity
- Use of information technology

- Land use planning should be intertwined with transport
- Large employers such as the university, hospitals, local councils and government departments can provide a bus service for their commuting employees and remove the huge impact private vehicles are causing on a stressed road network. This would show some real leadership and remove the brunt of road maintenance costs from local residents.
- Close Magellan Street Lismore between Molesworth and Carrington as a pedestrian/cycle route and permanent market place. More bicycle lanes and incentive for not driving.
- Joint industry funding to implement mini-bus service across the Northern Rivers region, remembering the need to recognize the level of disabled persons and others with mental health issues in the catchment area.
- To develop a regional public transport network. To target reduction of transport disadvantage suffered by some social/economic groups. To reduce car dependence. To prioritise and develop the sustainable transport modes. To focus regional transport on the planned high speed rail connections.

Q 2- How can different levels of government and the non-government sector work more effectively together to improve transport outcomes?

Key themes:

- **Transport planning**
 - **Better communication and collaboration**
 - **Cooperation and coordination across and within all levels of government**
 - **Local government has a key role to play in transport planning**
-

Transport planning

- Transport Master Plan needs to look at the impacts of current NSW transport policies on regional transport.
- Need a strong voice for Aboriginal people in the top level of planning for the TMP (eg. NSW Aboriginal Transport Network).
- Utilise existing social infrastructure and planning instruments eg NOROC, Sustain Northern Rivers (potential to facilitate working together and collaboration)
- Linking to organizational planning by RDA
- Land use planning needs to consider transport needs and options (eg Development Control Plans, Development Applications)
- Transport needs should be assessed by an independent body- needs to be objective to allow change, innovation, cooperative solutions between transport providers
- All levels of government to have a single framework for transport – this is integral to decision making across the state

- Utilizing existing regional planning and social infrastructure- linking to regional planning- common priorities
- Independent body to coordinate transport issues- objective, less bureaucratic
- At present there is no transport authority with a focus on coordinating and developing transport systems in NR. Once the NSW LTTMP has been adopted, each region will need a Transport Executive Panel to monitor implementation of LTTMP findings and proposals within the region. The Panel should include representation of Councils and regional community organisations with environmental, sustainability, transport and business interests, as well as State agencies.
- Coordination of legislation and policy at all levels of government to facilitate innovative transport solutions
- Consider large employers in planning for public transport services

Communication and collaboration

- Common language and understanding
- Identify common priorities, shared vision
- Use of social innovation tools to facilitate collaboration
- Collaborative approaches, sharing resources
- Using participatory democracy to plan regional solutions
- Regional collaborations leading to social innovation- finding the 'cracks in between' rather than reverting to 'business as usual'
- Sharing of data on forecast population and visitor growth to assist in planning for future demand for regional transport. Convene a regional transport forum inviting senior representatives of key regional stakeholders. Define a shared vision for sustainable regional transport

Cooperation /coordination within and across levels of government

- Cross departmental responsibility for inclusion of transport in broader planning eg health, education
- Transport provisions should sit within all government departments, not just transport
- Greater connectivity and cooperation between Indigenous transport funding and mainstream transport funding
- Local government have an advocacy role, information & dissemination role
- All 3 tiers of government cooperating better to develop sustainable transport outcomes
- State and local government working with existing LGA Transport Advisory Groups
- Everyone has a responsibility for transport- should be included in budgets/funding submissions for all projects
- Coordination of health and other services to maximize existing transport and reduce travel needs in remote communities-eg health and other services to visit Aboriginal communities

- Land use planning needs to consider transport as a priority –at the DA level

Role of local government

- Local input into regional solutions
- Local government have a key role
- Developing and nurturing relationships between local government and regional operators to share information, data, local knowledge

Q3- In what form can CountryLink best service the needs of our region over the long term?

Key themes:

- **CountryLink is currently viewed as being completely metro centric**
- **Improved flexibility, frequency and timetabling to better meet the needs of regional users**
- **Integration with local transport services: coordinated timetabling, provision of shuttles to operate at terminal points**
- **Expansion to commuter services and for operation at a regional and local level, including reinstating Casino to Murwillumbah rail**
- **Extend rail to Qld for access to Gold Coast and Brisbane**
- **Addition of non metro-metro routes where there is demand eg Newcastle to Lismore to run at times convenient to those communities**
- **Remove unhelpful barriers, such as travel must be over 50km**

-
- CountryLink provides a limited service now, develop it to that we want it to be
 - More communication about CountryLink services (information provision)
 - Broaden the capacity of CountryLink to better meet the needs of more rural/regional communities
 - Expand into commuter services
 - For CountryLink to take on tourism/sport and recreation
 - To not be so Sydney centric – to have better coordination with Qld
 - Flexibility in movement and access – for coaches to be able to go a little ‘off track’
 - Improved timetabling of existing services
 - Better connections – especially with local bus services (eg integration with bus service at Iluka). This would necessitate scope to address contracting issues
 - The CountryLink coaches could be better utilized – flexibility in spare capacity
 - We need a cultural shift towards acceptance of rail and broader public transport amongst the community
 - Greater affordability
 - Develop an app with regional information

- Rail is a public service, irrespective of profit. Subsidisation priority over roads
- Encourage flexibility
- Greater frequency of services and improved timetabling – less metro centric
- Turn the coaches into trains – trains are more accessible than coaches
- Identify hubs for increased services between particular departure and destination points eg Newcastle to Lismore route. A flexible non-metro to metro alternative
- Extend the regional bus services and make them more local
- Address contractual issues that are hindering the service usefulness especially 50km rule
- Improved punctuality, reliability and standards
- Trains and coaches should be linked to shuttle buses
- Links to Qld and Victoria
- Improved business travel services eg Wi-Fi
- Frequent traveler program to reward regular users
- Provide a train! Focus on regional commuting timetables rather than city arrivals and departures. When I was catching train to university in Brisbane, it left Kyogle at 3 am! Not easy to catch even though there was a train service.
- Train service to Byron, Tweed, Gold Coast Airport and Brisbane. Service south to Grafton and Sydney. More local bus service. Keep fares affordable and even attractive alternatives to driving.
- Departure and returns from larger towns with a preparedness to travel up to an additional 10km off the main road towards dwellings of people in need of the service, like community and school buses do. Rationalising the frequency of the service throughout the week.
- By providing an accessible mode of transport which would include a direct train service from Murwillumbah to Sydney with the necessary connecting local bus services to and from the train service.
- Provide a commuter train service from Murwillumbah to Casino also with the necessary connecting bus services.
- Countrylink network can be extended to service many more towns by rail, with short bus links to smaller towns, by upgrading the existing closed routes. Services need to become hourly, rather than daily. Some routes need to be duplicated, and upgraded or re-aligned for higher speeds. Inter-regional services avoiding Sydney need to be developed, eg, Wagga-Orange-Dubbo, or Canberra-Mudgee-Armidale
- By advocating for the return of regular commuter and visitor rail services between Casino and Murwillumbah By working cross-border to try to achieve alignment of NSW and QLD freight, commuter and visitor rail transport objectives
- Provide a train! Focus on regional commuting timetables rather than city arrivals and departures. When I was catching train to university in Brisbane, it left Kyogle at 3 am! Not easy to catch even though there was a train service.

- Train service to Byron, Tweed, Gold Coast Airport and Brisbane. Service south to Grafton and Sydney. More local bus service. Keep fares affordable and even attractive alternatives to driving.
- Departure and returns from larger towns with a preparedness to travel up to an addition 10km off the main road towards dwellings of people in need of the service, like community and school buses do. Rationalising the frequency of the service throughout the week.
- By providing an accessible mode of transport which would include a direct train service from Murwillumbah to Sydney with the necessary connecting local bus services to and from the train service.
- Provide a commuter train service from Murwillumbah to Casino also with the necessary connecting bus services.

Q 4- How should regional connections be improved to meet future passenger demands?

- Regular and cheap buses to and from Lismore and coastal towns. Lismore is the major employer and attracts 35,000 commuters every day
- Train service from Casino to Robina with appropriate commuter timetables
- If a daytime train to Brisbane was available, perhaps medical transport to Brisbane would be possible
- Accessible train services, both Murwillumbah to Sydney and commuter, both with appropriate timetables and connecting with bus services
- Review concept of community kms. Greater use of spare capacity on bus services.
- On call/flexible bus services
- Provision of information
- Locally, the NR rail line could be re-opened and connected to Qld to reduce cross-border road congestion. At present, many regional towns and villages do not even have a bus connection to the next town, eg Murwillumbah to Byron. A regional accessible taxi/bus/rail system could be developed for less mobile people?
- Understand visitor dispersal patterns (a wealth of data is available from Tourism Research Australia, Destination NSW, Tourism Queensland on this subject at a state, regional and LGA level. Integrate the information in this research into modelling for a regional transport strategy

Other Transport Issues/Ideas

Key themes:

- **Use eco friendly alternative fuel sources and vehicles**
- **Greater infrastructure to support safe, active transport**
- **Strengthen and expand rideshare/carpool systems – statewide and to other modes eg aviation**

- **Better use of technology –service provision, information provision, logistics**
 - **Health transport remains a pressing issue – requires better resourcing**
-

- Transport Master Plan should acknowledge the existing defined corridors in this region that are based on patterns of settlement and identify what services are needed within these corridors to connect the region; eg. flexible, integrated micro-transit systems that connect people and services with local mass public transport.
- Need cycle paths and footpaths everywhere
- In our area there are volunteers available for transports service and vehicles also available, but what is needed is money to pay for these to be used effectively for medical transport
- Traffic congestion in Lismore around 9am and 5pm
- Safety for cyclists
- All public transport should be equipped with audio equipment for public announcements and information
- Demand responsive transport, including use of shuttle buses
- Make public transport options integral to events
- Regular weekend and night services (transport initiatives need at least two years time with intensive promotions to become established)
- Links between transport and health – develop options for active transport
- Expand on the community transport model (flexibility)
- Encourage wider use of school buses
- Services should use eco friendly fuels
- Develop car share systems
- Understand the real cost/benefits of transport options ie seeing public transport as a public good/essential service. There is no such thing as 'free parking' or 'free roads', these are highly subsidized as should be public transport.
- Development of smart technology / apps. Eg Avego
- Create vibrant railway stations and transit centres
- Sea and river passenger transport
- Making public transport the preferred option for everyone, not just the transport disadvantaged
- Increased resourcing for health related transport
- Cross border rapid transport
- Use of alternative fuel sources
- Strengthen and resource regional transport coordination positions, increasing funding for transport projects

- Remove mandatory licensing restrictions – they are especially harmful to Indigenous communities
- Northern Rivers Carpool – has great potential. Need more promotion and a cultural shift in regional thinking
- Healthy (active) transport – intra-town, cycling, walking – connectivity. This would reduce pressure on the roads etc. This is sustainable, but needs infrastructural support
- Improved incentives for local transport drivers eg pay/conditions, especially for Indigenous workers
- Linkage with growth management in the North Coast Regional Strategy – transport linkages eg Cumbulum (ie better linkages with areas outside of town)
- In town shop top development – ensuring development where the services are (land use planning)
- Develop light rail
- Better facilitation and increased access to public transport at Coolangatta airport (ie it's hard to find)
- Extend car pool concept to aviation and water travel
- Develop Car Pool to become a resource for NSW, centrally managed and promoted
- Car sharing – look at various models
- Decision makers need to ensure they consider the impact of their decisions on transport eg closure of Coraki Hospital
- Just in time technology – logistics
- Access services using technology / internet / online services
- Transport NSW advocating for access to service provision
- Sustainability in the system – use of new technology vehicles alternative fuels for long term regional resilience
- Exploit the tourist \$ to support the regional transport systems
- Develop shared spaces

Appendix 2:

KYOGLE TRANSPORT SURVEY RESULTS

A transport survey was conducted at the Active Kyogle Health and Wellbeing Expo which was held in Kyogle on 30 March 2012. An online version of the same survey was also available for a two month period and a number of surveys were personally distributed to Kyogle residents with the help of a volunteer. There were a total of 114 surveys completed.

Question 1 – Where do you live?

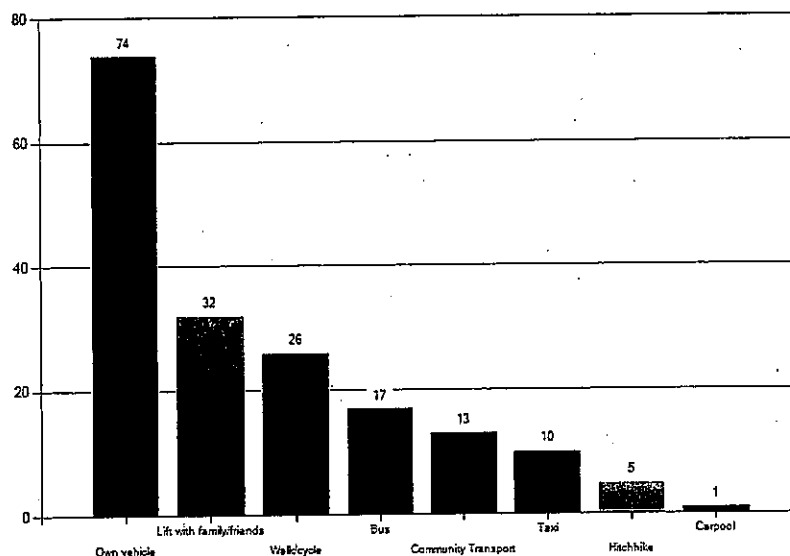
Kyogle	57 respondents
Geneva	7
Wiangaree	5
Woodenbong	4
Cedar Point	4
Eden Creek	3
Ettrick	2

One or two respondents each from Warrazambil Creek, Barkers Vale, Cowongla, Roseberry Ck, Fairy Hill

Wyneden, Green Pigeon, Lillian Rock, Nimbin, Cougal, Toonumbar, Tooloom, Smiths Ck, Goolmangar, Lynch's Ck and The Risk.

Question 2 – How do you usually get around?

Not surprisingly the vast majority of respondents drive their own vehicle. What is interesting is that around twice as many people are relying on friends and family for lifts as those who are catching a bus as well as the high number of people who say they regularly walk. This is not a bad thing in itself, so long as people have other options should walking not be appropriate.



Question 3 - What is the destination of your most often made trip?

Kyogle	69 respondents (this includes both respondents who live in Kyogle travelling locally and those travelling in from outlying villages)
Lismore	33
Casino	20
Bangalow, Woodenbong, Warwick, Nimbin and Fawcetts Plains and Brisbane	1

Question 4 – Is there a public bus service available (ie not a school bus)

Yes	24
No	72
Don't know	17

Question 5 – Would you consider using a public bus if it were available?

Yes	71
No	11
Maybe	18

Question 6 – What days do you typically make your most regular trip?

Note the Community Transport weekly access bus runs on Thursday, which coincides with a peak in trips on that day.

Monday	61	64%
Tuesday	68	71%
Wednesday	67	70%
Thursday	75	78%
Friday	73	76%
Saturday	26	27%
Sunday	15	16%

Question 7 – What time of day do you typically make this trip? (rounded to earlier hour eg 6.30am becomes 6am)

Note some of these responses would be indicative of the times in which services are available. ie during school term the bus leaves Kyogle for Casino at 7.50am and Casino/Lismore 9.10am. These times effectively rule out full time study/employment for those without access to private transport.

6am	2
7am	12

8am	23
9am	32
10am	19
11am	2
Various	9

Question 8 – what time of day you typically make the return journey? (rounded to later hour eg 4.30 becomes 5pm)

Note some of these responses may be indicative of the times in which services are available. ie during school term the bus leaves Lismore for Kyogle at 2 and 4pm.

11am	2
Noon	5
1pm	4
2pm	11
3pm	22
4pm	18
5pm	22
6pm	8
7pm	1
Various	6

Question 9 - Are there any trips you would like to make, but are unable to because of lack of transport? If yes, please elaborate (eg visit family, sport, social, health, shopping)

Yes	52	66%
No	27	34%

The main themes were shopping (26), health appointments (18), social/family (17), education (3), sport and recreation (5). People also mentioned particular locations they would like to be able to travel to including; Brisbane, Ballina, Evans Head, Woodburn, Byron Bay, Nimbin, Tweed and local villages such as Geneva, Wiganaree and The Risk.

Selected responses (of 54)

- *Socialising, shopping and doctors appointments are limited to school bus and taxi. They are expensive and take all day as there is only one bus run a day.*
- *Lismore without going to Casino.*
- *I cannot get to the gym or swimming pool - too far to walk to and home again and exercise too (I'm almost 73)*

- *Being a carer makes it difficult for both parties when needing to do grocery shopping, visit GP etc.*
- *One day trips by rail to Brisbane - health, family visits*
- *My 16-yr-old son is unable to go to Wollongbar TAFE because of transport restrictions and I can't take him there because I work in Kyogle*
- *During School Holidays to and from Lismore / Casino*
- *Various events but petrol is too expensive*

Question 10 – what, if anything would make transport more appealing to you?

There were clearly three main themes: availability/existence (19), regularity/frequency (19), affordability (16). Many respondents would like to catch the public bus and be able to choose whether to be out all day or not and 5 respondents commented on the lack of appropriate times for catching the train and some expressed frustration by the complete lack of transport during school holidays. A number of responses suggested a lack of knowledge of available services and concessions eg RED ticket, timetables, Community Transport etc.

Selected responses (of 79)

- *Can come right into town more often if husband needs car.*
- *Frequent. Timetable not just one drop off or pick up. We need a community bus that is affordable to low income earners*
- *Being able to hop off and on as required knowing exact times of pick up and drop off Train to Brisbane during the day*
- *Availability for elderly people/people with no personal transport*
- *To go straight to Lismore sometimes - not via Casino would be great*
- *If we had a daily pick up drop off in the town area*
- *I could still go into town if I wasn't well enough to drive*
- *Know where to catch it and when especially in connecting bus situations*
- *More public transport on school holidays for children out of Kyogle suburbia*
- *We have no public transport at all so anything would be ok*
- *A flexi-route light bus system operating within a reasonable area of the town (say Cedar Point to Wiangaree and Eden Creek to Ettrick and Cawongala to Manifold Road) that could depart hourly or when it attracted more than six destination passengers*
- *Not having to travel with school kids*
- *Regular pickups going to Kyogle, Lismore & Casino at least 3 times daily*
- *A well priced service that could take people on shopping trips*

Question 11 – Is there anything else you would like to tell us about transport in Kyogle

Themes were similar to the above question regarding the lack of availability and regularly and wanting to be able to go to Brisbane at a reasonable hour. There seems to be a particular concern for the lack of transport for elderly people and those in the surrounding villages who are at risk of isolation. 5 respondents felt that taxis were too expensive and 2 commented on the friendliness of bus and/or taxi drivers.

Selected responses (of 52)

- *All drivers are courteous and helpful - bus or taxi. They are a good example of Kyogle friendliness*
- *Kyogle desperately needs a public bus run made available in Kyogle and surrounding areas.*
- *I do appreciate the Thursday community bus. The taxi services that have taken over from the previous business are more expensive and don't offer a special day of an aged concession as the other did*
- *I know a lot of people who need to access public transport (due to my job) especially people out of town only have school bus access wait around all day to get home*
- *Bus services to surrounding villages do not exist out of school term*
- *Transport is pretty nonexistent. A lot of pensioners do not have any transport at all*
- *Accessing public transport in our local area would give more opportunity for our indigenous children*
- *There is not enough transport for people to be able to freely move around and then get home*
- *I think we should be lobbying State Rail to change the times of the XPT so it arrives in Brisbane am and departs pm on the same day so we don't have to find overnight accommodation. It was possible to do this 20 years ago and the system was perfect for health appointments, family visits and shopping. It was safe, relaxing, a scenic trip, kept cars off the road and out of the city. Now you travel up in the dark. The timetable is now Sydney focused - it seems crazy we can't still do this when we live so close to Brisbane*
- *it is rich in opportunity for improvement*
- *Young people's opportunities for employment are limited as they can't travel to Lismore where there are more jobs*

Kyogle Transport Survey Results

(responses from Kyogle town only)

How do you usually get around (could answer more than one)

30	own vehicle
22	walk/cycle
17	lift
9	Community Transport
8	bus
8	taxi
1	carpool
1	hitch

What is the destination of your most frequently made trip?

Kyogle	29
Lismore	19
Casino	13

Is a public bus available?

yes	17
no	28
don't know	9

Would you consider using a bus if it were available?

Yes	35
No	5
Maybe	7

What days do you usually make the trip

Monday	28
Tuesday	32
Wednesday	28
Thursday	38 (community transport access bus is on this day)
Friday	35
Saturday	13
Sunday	8

Appendix 3:

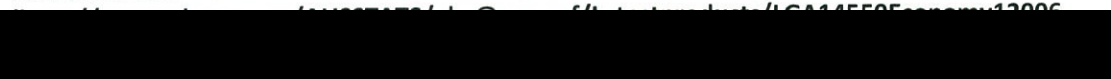
Kyogle Economic ABS Information.

		2006	2007	2008	2009	2010
ESTIMATES OF UNEMPLOYMENT - June quarter						
Unemployed persons	no.	413	367	325	367	302
Unemployment rate	%	9.8	8.1	7.4	8.5	7.2
TAXATION STATISTICS - year ended 30 June						
Non-taxable individuals	no.	1 294	1 536	1 690	1 892	-
Taxable income (non-taxable individuals)	\$m	8.7	12.2	13.2	16.3	-
Average taxable income (non-taxable individuals)	\$	6 686	7 935	7 823	8 612	-
Taxable individuals	no.	3 330	3 185	3 338	2 976	-
Taxable income (taxable individuals)	\$m	122.6	123.2	133.3	126.6	-
Average taxable income (taxable individuals)	\$	36 816	38 680	39 920	42 556	-
Taxable and non-taxable individuals	no.	4 624	4 721	5 028	4 868	-
Taxable income (taxable and non-taxable individuals)	\$m	131.2	135.4	146.5	142.9	-
Average taxable income (taxable and non-taxable individuals)	\$	28 384	28 677	29 131	29 364	-
SELECTED GOVERNMENT PENSIONS & ALLOWANCES - at 30 June						
Age Pension - Centrelink	no.	1 015	1 026	1 071	1 128	1 112
Age Pension - DVA	no.	6	np	np	np	np
Carers Payment	no.	95	99	113	121	145
Disability Support Pension	no.	661	671	688	720	734
Newstart Allowance	no.	418	438	408	476	522
Newstart Allowance - more than 365 days	%	73.4	71.1	73.7	65.3	67.6
Parenting Payment - Single	no.	312	282	253	241	246
Youth Allowances	no.	248	241	223	np	212
Family Tax Benefit A	no.	1 092	1 039	1 013	1 025	964
Family Tax Benefit B	no.	868	830	791	776	750
Total Family Tax Benefit recipients	no.	1 096	1 044	1 019	1 026	968
SELECTED GOVERNMENT PENSIONS & ALLOWANCES - year ended 30 June						
Baby Bonus	no.	109	105	95	135	123
ESTIMATES OF PERSONAL INCOME * - year ended 30 June						
Average Wage and salary income	\$	29 735	31 144	32 119	33 846	-
Average Own unincorporated business income	\$	7 345	6 761	6 207	4 508	-
Average Investment Income	\$	6 737	5 528	4 873	5 012	-
Average Superannuation and annuity income	\$	20 629	21 906	21 608	19 667	-
Average other income (excl. Government pensions & allowances)	\$	1 871	1 971	1 780	1 758	-
Total income (excl. Government pensions & allowances)	\$m	127.5	130.9	139.3	137.9	-
WAGE AND SALARY EARNERS BY SEX - year ended 30 June						
Males	%	53.0	52.6	51.6	51.4	-
Females	%	47.0	47.4	48.4	48.6	-
WAGE AND SALARY EARNERS BY AGE - year ended 30 June						
Aged 15 years to 24 years	%	16.0	16.2	16.9	16.5	-
Aged 25 years to 34 years	%	15.9	15.7	15.4	16.0	-
Aged 35 years to 44 years	%	22.1	21.4	21.5	20.7	-
Aged 45 years to 54 years	%	28.5	28.5	27.5	26.5	-
Aged 55 years to 64 years	%	14.7	15.1	16.3	17.6	-
Aged 65 years and over	%	2.8	3.0	2.4	2.7	-




WAGE AND SALARY EARNERS BY OCCUPATION - year ended 30 June

Managers	%	-	-	-	6.0	-
Professionals	%	-	-	-	17.3	-
Tradespersons and Related Workers	%	-	-	-	10.7	-
Community and Personal Service Workers	%	-	-	-	11.8	-
Clerical and Administrative Workers	%	-	-	-	12.8	-
Sales Workers	%	-	-	-	7.8	-
Machinery Operators and Drivers	%	-	-	-	7.0	-
Labourers	%	-	-	-	19.1	-
Not Stated	%	-	-	-	7.5	-

* There are several breaks in these series. One break is in Superannuation & annuities from 2007-2008. There are other breaks from 2006-2007 to 2007-2008 and from 2007-2008 to 2008-2009. Refer to the Explanatory Notes.



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Saffin J. MP

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PO Box 230 Lismore NSW 2480
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LETTERS OF SUPPORT

For the Brisbane to Northern Rivers Commuter Rail Service Proposal And The Kyogle Transit Centre Project

1. **Hon Janelle Saffin Federal Member for Page;**
2. **Hon Thomas George NSW State Member for Lismore;**
3. **Brisbane Airport Corporation, Terry Rossitto, Transport Infrastructure Manager;**
4. **Southern Cross University, Professor Kerry Brown Director Research Centre for Tourism Leisure and Work, Cc: Professor R.P. Weatherby, Deputy Program Leader, CRC Rail Innovation, Economic, Social and Environmental Sustainability, Division of Research, Southern Cross University;**
5. **Regional Development Australia Northern Rivers, Katrina Luckie, Chief Executive Officer;**
6. **Northern Rivers Social Development Council, Linda Wirf and Kate Geary, Transport Development Workers;**
7. **Care Connections, Frankie Franklin, Operations Manager;**
8. **Australia's Green Cauldron, National Landscapes Steering Committee, Wendy Miller, Coordinator;**
9. **North Coast Destination Network, (amalgamated body formed from Northern Rivers Tourism and Mid Coast Tourism) Belinda Novicky, Executive Officer;**
10. **Tourism Management Group – Northern Rivers, Mitch Lowe Chairperson;**
11. **Northern Rivers Tourism, Russell Mills (former) CEO;**
12. **Destination Tweed, Bill Tatchell, Chief Executive Officer;**
13. **Kyogle Chamber of Commerce, Elizabeth Thomas, secretary;**
14. **Kyogle High School, Janeen Silcock, Principal;**
15. **Kyogle Council, Community Development Officer, Nicola Mercer;**
16. **NORTEC Employment and Training, Jenny Rock, Branch Manager;**
17. **TURSA Employment and Training, R.E. Rathborne, General Manager;**
18. **PRD Realty, Robert Horder, Principle Licencee in Charge;**
19. **J. Watson & Sons Bus Service (Woodenbong), Max Watson, owner;**
20. **Kyogle Taxi and Hire Cars, Kon Papadopoulos, owner;**
21. **Kyogle Smash Repairs, Frank O'Reilly, owner.**



Janelle Saffin MP



FEDERAL MEMBER FOR PAGE

Phone: (02) 6621 9909 Fax: (02) 6621 9959
Email: janelle.saffin.mp@aph.gov.au
63 Molesworth Street, Lismore NSW 2480
PO Box 609, Grafton NSW 2460

Wednesday, August 22, 2012.

REF: PE.22.08.12.

TO WHOM IT MAY CONCERN

I write to strongly support Kyogle Shire Council's submission to the Country Passengers Transport Infrastructure Grants Scheme for funding to redevelop Kyogle's historic railway station into a transit centre.

Council's Tourism Economic Development Officer Malcolm Wallis has briefed me on the project, which has been planned by a conservation architect to be sympathetic to the heritage values of the more than a century old building.

Council staff have spent many years getting its proposed transit centre to this stage, but all agree that it will bring significant economic, social and environmental benefits to the Kyogle district and the Northern Rivers.

Office space will be leased to a travel agent, who will not only co-ordinate the day-to-day operations of the transit centre but will offer full travel agency services for customers wanting to access local, regional, national and international transport networks.

A re-organisation of local bus timetables to connect with existing regional busses and coaches will give West of the Range communities connectivity with the coastal strip.

Having a transit centre in the railway station should strengthen Kyogle's case to have a twice daily commuter rail service introduced from Casino to Brisbane.

Moreover, the project will protect an important piece of Australia's rail history; this station is one of only two stations remaining on active lines built during the era of purely Australian rail architecture.

When the rail line was extended from Kyogle to South Brisbane in 1930, it was the first time same gauge rail line was used for an unbroken interstate journey from Sydney to Brisbane.

I commend Kyogle Shire Council's submission to you as being extremely worthy of NSW Government funding support.

Yours sincerely,

Janelle Saffin MP
Federal Member for Page.

23 August 2011

TO WHOM IT MAY CONCERN

I write in support of the Kyogle Shire Council in its submission for funding through the Country Passengers Transport Infrastructure Grants Scheme.

The Kyogle Shire Council is seeking funding to undertake a redevelopment of the Kyogle Railway Station into a Transit Centre.

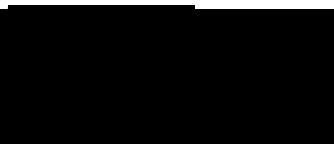
The Kyogle Railway Station's redevelopment will ensure significant social, environmental and economic benefits for Kyogle and surrounding areas by providing a coordinated travel approach for residents. This redevelopment will allow local bus time tables to connect with existing Northern Rivers transport and will, therefore, provide much needed East to West connectivity.

It is proposed a Travel Agent will be present at the new Transit Centre to provide much needed travel services to the area, allowing local purchases of rail, bus and airline tickets, connection to Brisbane Airport via the XPT and the Airtrain and an outlet for local tourism operators to promote their businesses.

The redevelopment will also maintain the Heritage and Historic integrity of this 102 year old Railway Station which was built during the period of the Australian Rail Architecture.

I trust this submission will be given favourable consideration.

Yours faithfully



THOMAS GEORGE MP





5 February 2013

Mr Malcolm Wallis
Tourism Economic Development Officer
Kyogle Council
POB ox 11
KYOGLLE NSW 2474

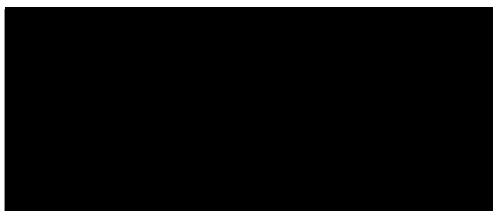
Dear Mr Wallis

Re: Brisbane to Northern Rivers Rail Service Proposal

Thank you for contacting Brisbane Airport Corporation (BAC) and providing us with a copy of your Concept Proposal Report.

BAC recognises the importance of good transport connections, and understands the benefits a Northern Rivers rail connection will provide for tourism and business allowing good rail connection to Brisbane.

BAC supports this proposal where it would add value to extending transport options between regional areas and Brisbane.



Terry Rossitto
Transport Infrastructure Manager





Mr Malcolm Wallis
Tourism and Economic Development Officer
Kyogle Shire Council
PO Box 11
KYOGLÉ NSW 2474

1 February 2013

Dear Malcolm,

Re: Northern Rivers Commuter Rail Service Concept Proposal

Thank you for furnishing me with a copy of the Brisbane-Northern Rivers Commuter Train Service Concept Proposal Service Options Analysis, which generally highlights a need for improved cross-border rail services and particularly highlights the issues associated with cross-border planning for transport infrastructure.

Increased use of rail transportation offers the potential for more sustainable transportation of passengers and freight, and opens up possibilities for the development of new industries in areas serviced by rail transport. There is certainly scope for additional rail services within Australia.

Decisions concerning optimal routing and service scheduling entail consideration of a complex range of factors, including the factors driving demand, the costs of infrastructure investment in any given transport corridor and the resulting social and economic outcomes from such investments. Careful analysis of possible alternatives can inform optimal investments in rail infrastructure, potentially delivering a multitude of benefits for regional areas and for Australia as a whole, not the least of which include sustainable transportation to foster improved living standards and economic growth.

Southern Cross University (SCU) is intimately involved in research concerning rail transportation, through participation in the Cooperative Research Centre (CRC) for Rail Innovation. The CRC for Rail Innovation is a collaborative venture between leading organisations in the Australian rail industry and Australian higher education sector, including SCU. It represents the single biggest research program in the history of the Australian railway sector. It has a broad scope and embraces five programs: Economic, Social & Environment (ES&E); Operations & Safety; Engineering & Safety Program; Education & Training; and Commercialisation & Utilisation. SCU leads the ES&E program.

SCU is also a leader in tourism and leisure research through the Research Centre for Tourism, Leisure and Work (CTLW), which I lead. CTLW is a Southern Cross University Research Centre hosted by the School of Tourism and Hospitality Management. Incorporating research and extension in the areas of tourism, exercise science and leisure and the economic driver of work, the CTLW has a focus on planning, policy, management for tourism, sport, leisure and organisations in regions.

It is pleasing to see that the Kyogle Shire Council has given consideration to possible rail transportation solutions linking South East Queensland to Northern New South Wales. These types of proposals warrant further consideration. Should the opportunity arise, we would be delighted to bring our expertise to bear in the evaluation of these, and other worthy, rail proposals.

I wish you well in your efforts to bring these matters to the attention of the respective state governments and look forward to hearing about the outcomes in due course.

Yours sincerely

[Redacted signature]

Professor Kerry Brown
Director

Cc: Professor R.P. Weatherby, Deputy Program Leader, CRC Rail Innovation, Economic, Social and Environmental Sustainability, Division of Research, Southern Cross University

23 August 2012

Mr Malcolm Wallis
Tourism Officer
Kyogle Council
PO Box 11
KYOGLE NSW 2474

Dear Mr Wallis,

RE: KYOGLE TRANSIT CENTRE

Regional Development Australia – Northern Rivers (RDA-NR) supports the Kyogle Council's application to the Country Passenger Transport Infrastructure Grants for the redevelopment of the Kyogle Railway Station into a Transit Centre.

This project will contribute to the implementation of the following regional goals and outcomes:

- social resilience for our communities and its members through adequate transport options within and between communities;
- increased investment into community infrastructure and assets; and
- increased investment into transport infrastructure to enhance economic development..

This proposal would be a welcome addition to regional development outcomes and is strongly supported by RDA – Northern Rivers.

Yours Sincerely



Katrina Luckie
CEO





Mr Richard Torbane
State and Regional Development Committee
NSW Legislative Assembly
Parliament House
Macquarie Street
SYDNEY NSW 2000

4th February 2013

Dear Mr Torbane

Re: Brisbane-Northern Rivers Commuter Train Service Proposal

The Northern Rivers Social Development Council (NRSDC) is a community-based not-for-profit organisation that promotes fairness and social inclusion in the Northern Rivers region of NSW. NRSDC responds to community identified priorities through a range of projects and programs, including its Transport Development Project (TDP). The TDP is committed to work that increases access through the provision of accessible transport services and infrastructure.

NRSDC strongly supports the Brisbane-Northern Rivers Commuter Train Service concept proposed by Kyogle Council. Access to transport is one of the highest social priorities for the Northern Rivers region. Transport cuts across many areas including health, education and training, employment, youth issues, ageing, disability and Aboriginal disadvantage. People who don't have transport can't access education and training opportunities, look for work, attend health appointments, visit family and friends, or participate in sport, recreation and cultural activities. There are high levels of transport disadvantage across this region, and this impacts adversely on the wellbeing of our communities. Kyogle district in particular has very limited transport options and so would stand to benefit enormously

from a regular commuter train service.

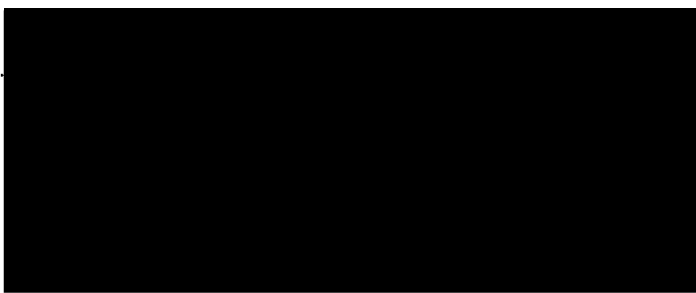
A twice daily (day trip) cross-border commuter train service between the Northern Rivers Region of NSW and South East Queensland, if integrated with existing CountryLink services, would contribute to many of the TDP's aims including: reducing transport disadvantage; expanding transport connections with South East Queensland for the Northern Rivers community who need to travel for health, education, family and business purposes as well as creating better, safer, more appropriate and affordable transport for all residents, particularly for young people, older people, Aboriginal people and people with disability.

Good transport is essential for community wellbeing, social inclusion and equal opportunity.

More frequent rail services between the Northern Rivers region and South East Queensland would give people in this region much greater access to study and employment opportunities, more options for essential health care, better access to goods and services and enhanced capacity to participate in cultural and social events.

Yours sincerely

Linda Wirf and Kate Geary
Transport Development Workers
Northern Rivers Social Development Council





Incorporating



**Kyogle Food Service
(Meals on Wheels)**



(palliative & grief support)

**KDCC Home Modification
& Maintenance Services**
Builders Lic. 220809C



Other Services include:

Domestic Assistance

Respite

Social Support

- excursions
- men's group
- Wanowa
(disability support)

Transport

Kyogle Seniors



home and community care
A JOINT COMMONWEALTH AND STATE/TERRITORY PROGRAM
PROVIDING FUNDING AND ASSISTANCE FOR AUSTRALIANS IN NEED

14 May 2012

TO WHOM IT MAY CONCERN

RE:-

BRISBANE – NORTHERN RIVERS COMMUTER TRAIN SERVICE

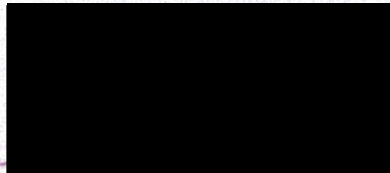
This Letter of Support for the Concept Proposal & Service Options Analysis for the Brisbane – Northern Rivers Commuter Train Service whilst written by one person, is representative of in excess of 200 clients, staff and volunteers of this organisation.

The topic of transport is raised again and again by our clients, all of whom are aged, frail aged or are people with disabilities. The vast majority of which have been industrious taxpaying citizens all of their working lives and who now require some consideration from the respective governments. The State and Federal Governments are currently verbalising the "Person Centred – Person Directed – remain living in their homes for as long as possible" ideal, yet are doing little to assist these people to travel from their homes to attend social functions, visit relatives, attend medical specialists, or generally just get out and about to see what they want to see, and do what they want to do.

Most public motor transport (buses) have steps that need to be negotiated and this takes time (which is not accepted by the driver or the other passengers, and not the bus company which has a schedule to meet); whereas trains are most accessible for those with mobility impairment, and allows for use of wheelie walkers and/or wheelchairs, as well as prams for young families. To have a train that a person can travel on and return home on the same day would be a wonderful asset to many members of the various communities within the Northern Rivers region, particularly if the timetables allow for reasonable times to embark and disembark on a journey.

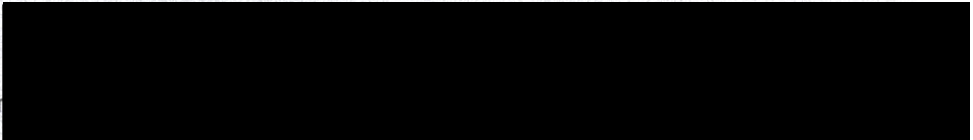
I would strenuously urge the government to rapidly consider and implement the Commuter Train Service between Brisbane and the various areas of the Northern Rivers region in the interests of the residents, the tourists, and the removal of many vehicles that currently add to the congestion on the roads.

Yours sincerely



Frankie Franklin
Operations Manager

Pho



Australia's Green Cauldron

1 February 2013

Malcolm Wallis
Tourism & Economic Development Officer
Kyogle Council
1 Stratheden Street
KYOGLE NSW 2474

Dear Malcolm

Re: Brisbane to Northern Rivers Commuter Train Service

I am pleased to advise that the Australia's Green Cauldron Steering Committee supports the proposal to introduce a twice daily commuter rail service between Brisbane and the Northern Rivers.

Tourism Australia and Parks Australia have formed a partnership between tourism and conservation to identify Australia's iconic landscapes, which capture and promote areas of outstanding natural beauty and cultural significance. This partnership has seen the creation of Australia's National Landscapes Program; an initiative that aims to achieve conservation, social and economic outcomes for Australia and its regions via the promotion of superlative nature based tourism experiences. This Program will help to ensure that our natural and cultural experiences are protected for our future and enjoyed by locals and visitors in a sustainable manner.

Think of Australia's Green Cauldron as your land of opportunity:

- Opportunity 1 - It's one of 16 iconic Australian National Landscapes marketed worldwide by Tourism Australia
- Opportunity 2 - That marketing is aimed at Experience Seekers: high yield, long-stay visitors looking for authentic and memorable experiences.
- Opportunity 3 - A lot of research has already been carried out to identify Australia's Green Cauldron' points-of-difference and unique experiences.
- Opportunity 4 - Designing and delivering quality experiences can improve and diversify your tourism offering.
- Opportunity 5 - World-class experiences will not only attract international visitors, but also more of the myriad of Australian Experience Seekers.

The introduction of improved commuter rail services on the existing North Coast Line would be significant for delivering international visitors from Brisbane Airport directly into Australia's Green Cauldron. The National Landscapes Program will provide unique opportunities for local and regional economic and new tourism product development.

Yours faithfully



Wendy Miller
Coordinator
On Behalf of Australia's Green Cauldron Steering Committee

NORTH COAST DESTINATION NETWORK

5 February 2012

To Whom It May Concern

RE: Letter of Support for the Brisbane – Northern Rivers Commuter Train Service Concept Proposal

The development of quality tourism transport services across the region is imperative to the growth of the North Coast Visitor Economy. The North Coast Destination Network Board and Members support the Brisbane – Northern Rivers Commuter Train Service Concept proposal as not only is it important to assist the State Government meet its goals, we recognise that regional transport is a priority for our Regional Destination Management Strategies.

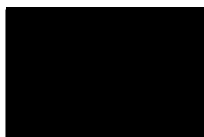
The Brisbane-Northern Rivers Commuter Train Service Concept Proposal is a project is necessary to meet NSW Government's Goals 7, 8 and 9 of the NSW 2021 Plan and the Strategic Imperatives outlined in the Visitor Economy Taskforce – Final Report. In support of the Northern Rivers Tourism Management Group (TMG) the North Coast Destination Network is the merged regional tourism influence for Port Stephens in the South to The Tweed, Kyogle and Richmond Valley and we reiterate their findings that the introduction of an improved commuter rail services on the existing North Coast Line would be significant for delivering international visitors from Brisbane Airport directly into the Northern Rivers and further to destinations located on the Mid North Coast. With the North Coast Destination Network charged with implementing an international growth strategy to cooperatively promote and sell the Northern Rivers and Mid North Coast Destinations overseas, the completion of the Brisbane-Northern Rivers Commuter will assist in providing new tourism product development and increase the economies of rural and regional areas such as Kyogle.

Additional to supporting and growing the North Coast Visitor Economy, the increased use of rail transportation will assist in elevating the heavy traffic of the Pacific Highway as it will provide the potential for more sustainable transportation of passengers and freight.

We would like to congratulate the Kyogle Council on their proactive stance to pursue the completion of this project and in their identification in considering possible rail transportation solutions cross borders.

On behalf of the North Coast Destination Board and members we would like to wish Kyogle Council all the best in their endeavours with this project.

Thank you



Belinda Novicky
Executive Officer

1/2/2013

To Whom It May Concern,

The Northern Rivers Tourism Management Group (TMG) is pleased to support the Brisbane-Northern Rivers Commuter Train Service Concept Proposal. This project is necessary to meet NSW Government's Goals 7, 8 and 9 of the NSW 2021 Plan and the Strategic Imperatives outlined in the Visitor Economy Taskforce – Final Report. The TMG recognises regional transport as a priority for Regional Tourism Destination Management Strategies.

The Tourism Management Group (TMG) is a coalition of tourism officers and managers from the Ballina, Byron, Clarence Valley, Kyogle, Lismore, Richmond Valley and Tweed local government areas that oversee the development and implementation of tourism projects in destination development, management, marketing and advocacy.

Our role is to facilitate, encourage and coordinate sustainable tourism development and promotion for the Northern Rivers region. Regional dispersal is a high priority of national, state and regional tourism organisations.

The introduction of improved commuter rail services on the existing North Coast Line would be significant for delivering international visitors from Brisbane Airport directly into the Northern Rivers and will provide unique opportunities for local and regional economic and new tourism product development.

Increased use of rail transportation offers the potential for more sustainable transportation of passengers and freight, and opens up possibilities for the development of new industries in areas serviced by rail transport. There is certainly scope for additional rail services within Australia.



Wednesday, 22 August 2012

To Whom It May Concern:

I write to support the Kyogle Shire Council application for funding to re-develop the Kyogle Railway Station into a Transit Centre.

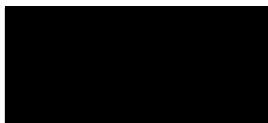
As the regional tourism authority, our role is to facilitate, encourage and coordinate sustainable tourism development and promotion for the Northern Rivers region. Regional dispersal is a high priority of national, state and regional tourism organisations. Kyogle Shire is one of the most picturesque parts of the region offering visitors an authentic experience of rural Australia. Currently visitors have few options to reach Kyogle other than through private transport.

The project to restore and redevelop the Kyogle Railway Station will be a significant filip to the town, providing social, cultural, environmental and economic benefits into the future.

Via the leasing of office space in the redeveloped station, these benefits include the return of travel agency services to Kyogle, the facilitation of rail, bus and air booking services for visitors, connectivity with Brisbane Airport via XPT and the Airtrain, a more coordinated local transport network and a cultural and social hub for the town.

This ambitious project is important not only for Kyogle but for the Northern Rivers region and will contribute significantly to the culture, heritage and economy of regional New South Wales.

Kind Regards



Russell Mills
Chief Executive Officer

Northern Rivers Tourism Incorporated



The Manager
CPTIGS Applications
Community Transport Agreements
Transport for NSW
Locked Bag 5085
PARRAMATTA NSW 2124

To Whom It May Concern

RE: Kyogle Transit Centre Project

On behalf of the Destination Tweed, I would like to advise that we fully support Kyogle Council plans for the redevelopment of the Kyogle Railway Station into a Transit Centre. This project provides a number of benefits to the Kyogle & District as well as the broader Northern Rivers Region.

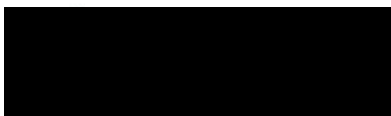
By leasing space in the Centre to a travel agency it provides a needed service to the local residents as well as providing a much needed mechanism of converting enquiry from visitors into bookings. This will facilitate the dispersal of visitors to other areas of the Northern Rivers and assist in strengthening the surrounding community's economies.

The project will provide a central point for people to access local, regional, national and international transport networks. The project will also enable the reorganization of bus time tables to better connect with other regional services and it will strengthen the proposal for a twice daily commuter rail service to be introduced from Casino to Brisbane. Improved access for the local community and for visitors

This project will not only provide significant social, environmental and economic benefits to the region; it will protect an extremely important piece of Rail History. Kyogle Railway Station is one of only two stations left on active lines that were built during the period of Australian Rail Architecture. The Rail Line Extension from Kyogle to South Brisbane in 1930 is extremely important in Australian Rail history, it was the first time same gauge rail line was used between States's and allowed for an unbroken Rail journey from Sydney to Brisbane.

Tourism is a key economic driver and employer in the Tweed Shire and has proven to be of extreme importance to our community. We are committed to supporting the regions surrounding our Shire in their endeavours to develop their infrastructure that service their community and enables the dispersal of visitors.

Yours sincerely



Bill Tatchell
Chief Executive Officer
23 August 2012

**KYOGLLE & DISTRICT
CHAMBER OF COMMERCE**



Kyogle and District Chamber of Commerce

k

To whom it may concern

I am writing in support of the application for funding to re-develop the Kyogle Railway Station into a transit centre.

This station is a heritage building in Kyogle and needs to be preserved and transformed into a centre that has uses that meet the needs of Kyogle's growing tourism.

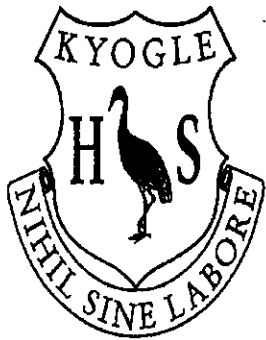
The benefits of this proposed centre will allow for facilitation of rail, bus and air booking services to be available for visitors. Kyogle needs this centre to assist in growing our tourism sector, which is one of the most important aspects of Kyogle as a developing area.

On behalf of Kyogle and District Chamber of Commerce I support this application fully.

Kind Regards

Elizabeth Thomas

Secretary of Kyogle and District Chamber of Commerce



KYOGL HIGH SCHOOL

14 August 2012

To Whom It May Concern,

Kyogle High School is a small, isolated rural community on the Far North Coast of NSW. We are a recognised low socio-economic community as a school and supported as such by being on the National Partnerships Program.

Over the past number of years, we have made a concerted effort to ensure all students have access to educational opportunities regardless of the rural isolation. Our nearest city for cultural, technology, sporting and educational events is Brisbane. It is 185 kilometres away and currently means three hour bus trip over a winding, difficult road. The introduction of a daily train service will support Kyogle High School students accessing facilities that other students across the state do. Costs for bus transport are prohibitive and often exclude a number of our more vulnerable students. A daily rail service will continue to support public education and equity of educational opportunity for our students.

Kyogle High School supports the introduction of a daily rail service.

Yours sincerely,

Janeen Sirock

Principal

To whom it may concern,

I write this letter of support as the Community Development Officer for Kyogle Council. I have been working in communities around the Western Range for over 10 years. In all my years of working in these communities it always becomes apparent that there is a very wide gap in transport, education and employment. As Kyogle is quite isolated due to lack of transport it is a good idea to be able to run a transit centre in Kyogle Country. All aged groups in rural communities such as Kyogle need to travel hundreds of kilometers to major centres for employment, health visits, and education opportunities. It is essential that transport within the regions be provided with the resources to support our own community with the prospect of obtaining employment, implementing a centralized transit centre for all bus operators to use and providing eco tours, local and cross border tours, cultural tours and many other travel options. This Transit centre will provide this for all the Kyogle LGA.

Kyogle is a low socio-economic town with very high unemployment and limited training or alternative education, transport or recreation. The initiatives such as the proposed travel agency would be a huge benefit to engage the community in transport and travel options, not to mention the economic benefits for our community.

Yours Sincerely,

Nicola Mercer MIngs
Community Development Officer


Kyogle Council


'excelling in employment, training and community'



23rd August 2012

Dear Sir/Madam,

I strongly encourage the Kyogle Transit Centre Project funding submission for the redevelopment of the Kyogle Railway Station into a Transit Centre.

This redevelopment is critical to the Social, Environmental and Economical improvements in the area. Kyogle Railway Station is one of only two stations left on active lines that were built during the period of Australian Rail Architecture. The Rail Line Extension from Kyogle to South Brisbane in 1930 is extremely important in Australian Rail history.

The redevelopment will open up a lot of employment opportunities to the local residents who don't have a licence or transport; consequently it will create career opportunities to our clients.

If I can answer any questions or provide additional information, please do not hesitate to contact me.

Sincerely,


Jenny Rock
Branch Manager
NORTEC Employment & Training Inc



Tursa Employment & Training

TO WHOM IT MAY CONCERN

Tursa Employment & Training is a regional, non-government, not-for-profit, limited liability company established in 1994 for the express purpose of addressing unemployment in the region. Its core business is all about work: finding work for people who need work, finding workers for businesses that need workers, and preparing and training job seekers for work, including sourcing suitable work experience opportunities.

TURSA employs around 250 staff in the region providing services from 22 shop front centres – including the Kyogle area for over 16 years -from Coffs Harbour to Southport, and is one of the largest and most successful regional *Job Services Australia* agencies in Australia.

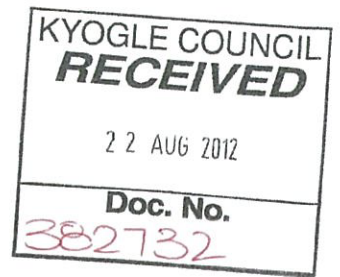
This letter is in support of the Kyogle Town Community Economic Development Committee (KCEDC) to access funding for the Kyogle Transit Centre Project.

This project we believe would greatly benefit the social, cultural, and economic development and well-being of the Kyogle district.

We support all efforts to contribute towards the area's social and overall community development. We would view the provision of funding as desirable and clearly valid, and *TURSA* would offer whatever support it can in such endeavours to benefit the area.

Yours faithfully,

R.E. RATHBORNE
General Manager
Monday, 20 August 2012



21 August 2012

Malcolm Wallis
Tourism Economic Development Officer
Kyogle Council
P.O. Box 11
Kyogle NSW 2474

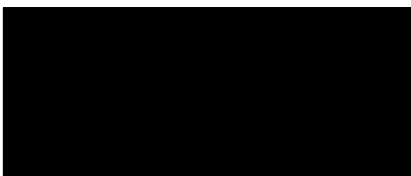
Dear Malcolm,

On behalf of PRDnationwide Kyogle, I strongly support the Funding Submission to the Country Passengers Transport Infrastructure Grants Scheme for the redevelopment of Kyogle Railway Station into a Transit Centre.

As a local business owner this project is important to me due to the economic benefits to this region, and on a personal level an opportunity to support the conservation of an important piece of Rail History.

Please do not hesitate to contact me if I can be of any further assistance.

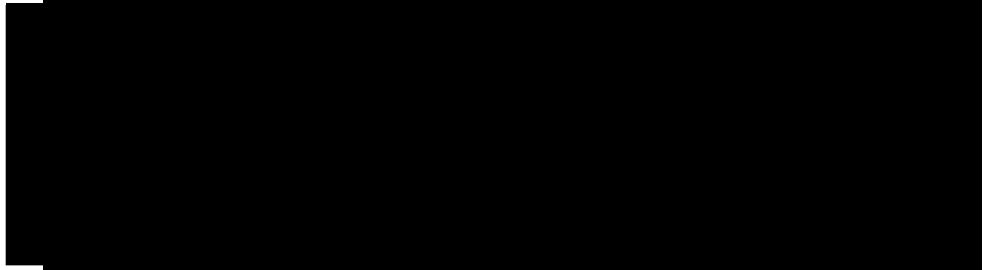
Yours sincerely,
PRD Nationwide Kyogle



Robert Horder
Principal/Licensee in Charge



J WATSON & SON PTY LTD



20th August 2012

Kyogle Tourism Economic Development Committee
Kyogle Council
P O Box 11
KYOGLA NSW 2474

Attention: Malcolm Wallis

Dear Malcolm

As a local bus company we fully support the need for a Transit Centre in Kyogle,
for the main reason being all buses have no common connecting place.

It is our opinion this would be a wonderful innovation for Kyogle,
as all buses would co-ordinate from one central location.

We fully support the Kyogle Transit Centre Project.

Yours faithfully,

Max Watson

Kyogle Taxis and Hire Cars



23 August 2012

The Growing Kyogle Committee

I am writing to offer our support for a proposed transit centre and regular train passenger service to and from Brisbane in Kyogle.

At the moment, the train service available is only once per day and as such passengers wishing to travel to Brisbane by train must find accommodation overnight for the return trip.

The transit centre proposal would offer passengers a return trip on the same day E.g. Catch the Brisbane train in the morning and a return trip from Brisbane in the pm/early evening.

This would not only be very beneficial for local residents but I can also see the enormous potential for surrounding towns and villages. A similar situation could occur in Kyogle as Robina/Burleigh Heads transit centres has offered coastal residents.

When Robina transit station opened it offered and encouraged residents the opportunity to travel to and from Brisbane for various reasons as air travel, shopping, shows, medical appointments etc...with the security of long term safe car parking and the convenience of your own car for a trip further south, which also included New South Wales residents.

A transit centre in Kyogle would be widely utilised and I am confident this would be just as popular as Robina has been for coastal residents up and down the coast. If the service is there people will come and the wider community will benefit.

Please don't hesitate to contact me as above.

Yours faithfully

Kon Papadopoulos

KYOGLE SMASH REPAIRS PTY LTD

PH

22ND August, 2012

To Whom It May Concern:

RE: KYOGLE TRANSIT CENTRE PROJECT

As a small business owner in Kyogle for the past 28 years I am excited at the prospect of a Transit Centre for our town. I see enormous benefits for our community both socially and economically. Due to our location the need for reliable transport is priority across all spectrums of our community meeting the demands of everyday living. Our region needs to maintain and expand the services it provides to meet these needs also to attract visitors to our beautiful area and to entice people to move here permanently.

Lastly, I am excited at the prospect of the protection and maintenance of the Kyogle Railway Station covered in this project as a heritage building in our Council area.

I look forward to following the progress of this project in the near future.

Yours faithfully



Frank O'Reilly