

# **NSW LONG TERM TRANSPORT MASTER PLAN DISCUSSION PAPER**

## **TWEED SHIRE COUNCIL SUBMISSION**

Adopted by Resolution of Council 20 March 2012

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# NSW Long Term Transport Master Plan

## SUBMISSION FROM: TWEED SHIRE COUNCIL

Adopted by resolution of Council 20 March 2012

## TO: TRANSPORT FOR NSW

### SUMMARY OF SUBMISSION:

The NSW Government is delivering a Long Term Transport Master Plan. Transport for NSW and has developed the *NSW Long Term Transport Master Plan - Discussion Paper* for the community and business to have a say on transport planning. Submissions on the Discussion Paper, close on 27 April 2012. Feedback from submissions will assist in preparation of a Draft NSW Long Term Transport Master Plan, scheduled to be released for comment early July 2012. The final plan is scheduled for release in November 2012 and will *"provide a basis for the further development of individual Regional Transport Plans, which will then be developed for each of the main regions."*

The Discussion Paper has a heavy emphasis on transport objectives, inter modal choice, landuse and economic impacts, transport infrastructure priorities during the next 20 years, and has in depth details on the issues that concern Sydney. Its treatment of the rest of NSW is brief. Uniquely, Tweed's major public transport problem is not provision of infrastructure, but is the sorting out the governance of the commuter bus system.

The discussion paper does acknowledge *"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."*, but does not propose the solution identified in Council's *Tweed Public Transport Strategy* adopted in July 2011, the extension of the Queensland TransLink system to Tweed Shire.

It is recognised that consideration of cross border suburban bus service issues for the NSW section of the Gold Coast/Tweed urban area is a relatively small issue in the overall preparation of the Long Term Transport Master Plan for NSW. However, Tweed is in a unique situation as decisions made by both the NSW and Queensland Governments have a major impact on our transport services. Up to this time there has been no coordinated strategic planning, provision or governance of transport services by a partnership of the two state governments for the whole Gold Coast/Tweed urban area. This has resulted in the take up of public transport for commuter use in Tweed Shire being less than 1% of total trips.

## **SUBMISSION RECOMMENDATIONS:**

**That Transport for NSW be requested to have regard to the content of this report in preparation of the NSW Long Term Transport Master Plan and in particular to include the following:**

- 1. The plan should ensure that NSW transport planning for the Tweed, integrates with the strategic transport planning already carried out in the:**
  - **South East Queensland Regional Plan 2009-2031**
  - **South East Queensland Infrastructure Plan and Program 2008-2036**
  - **Connecting SEQ 2031- An Integrated Regional Transport Plan for South East Queensland**
  - **Gold Coast Southern and Central Area Transport Study (GCSCATS) 2012**
  - **Tweed Public Transport Strategy - July 2011**
  - **Far North Coast Regional Strategy - 2006**
  
- 2. The plan should acknowledge Tweed's unique cross border governance issues in the provision of suburban public transport that needs to seamlessly integrate services on both sides of the state border which divides the Gold Coast/Tweed urban area. The plan should explore NSW/Queensland cross border processes that can facilitate the governance of public transport in the Tweed Shire urban area being transferred to Queensland's TransLink.**
  
- 3. The NSW Long Term Transport Master Plan should recognise the role of the Gold Coast Airport as the second busiest airport located in NSW and its role in providing Tweed and other Northern Rivers Residents with high frequency, low cost, long distance travel to NSW regional destinations, Australian capital cities and major interstate regional centres.**
  
- 4. The NSW Long Term Transport Master Plan should acknowledge that urban arterial roads in major urban centres outside Sydney, Newcastle, Wollongong and the Central Coast, such as the Tweed Shire part of the Gold Coast/Tweed urban area, should be classified as "State Roads" and be managed and funded by the state.**
  
- 5. The active transport modes of walking and cycling are just as relevant to the rest of NSW and should not be presented in a Sydney only context. The final master plan should present these transport modes in a whole of NSW context.**

- 6. A key objective of the final plan should be the equitable provision of access to transport services for disadvantaged groups including people with a disability, NSW residents not located in Sydney and residents of newly developed urban growth centres (eg Cobaki Lakes, Kings Forest where typically transport services lag behind development). The Final plan should propose mechanisms to ensure equitable provision of transport services for all residents of NSW over the life of the Plan.**
  
- 7. The proposed *Northern Rivers Regional Transport Plan* should acknowledge that the Tweed sub-region has very different transport issues requiring very different transport solutions to the rest of the Northern Rivers Region (Byron, Lismore, Casino-Richmond Valley, Ballina and Kyogle).**
  
- 8. The section of the *Northern Rivers Regional Transport Plan* addressing the Tweed sub-region should align with strategic transport planning documents referred to in Recommendation 1.**
  
- 9. The authors of the proposed *Northern Rivers Regional Transport Plan* should liaise closely with representatives of the Queensland Government, Queensland transport agencies, Gold Coast City Council and Tweed Shire Council to ensure transport solutions for the Tweed sub-region are part of an integrated transport solution for the Gold Coast Tweed urban area.**

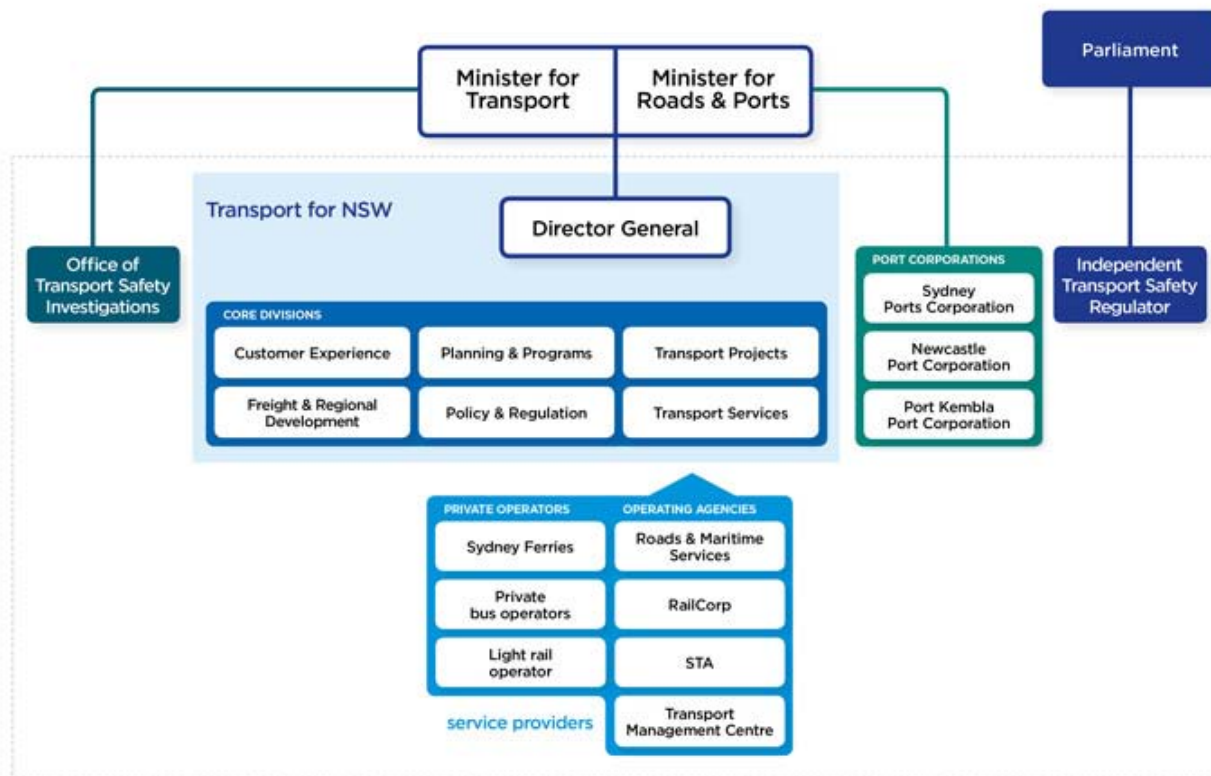
**SUBMISSION REPORT:**

**1. Delivery of NSW Long Term Transport Master Plan**

The NSW Government is committed to delivering a Long Term Transport Master Plan in 2012. Transport for NSW has developed the *NSW Long Term Transport Master Plan - Discussion Paper* for the community and business to have a say on transport planning in NSW. Submissions on the Discussion Paper, close 27 April 2012.

Transport for NSW has been created as the umbrella government agency for decision making and planning of NSW transport. The organisation is responsible for improving the customer experience, planning, program administration, policy, regulation, procuring transport services, infrastructure and freight. Operating agencies such as RMS (Roads and Maritime Services - Formerly Roads and Traffic Authority), RailCorp, Sydney Ferries, Country Rail Infrastructure Authority, Transport Construction Authority and State Transit Authority have been freed up to focus on service delivery – providing safe, reliable, clean and efficient transport services.

**Transport cluster**



Feedback from discussion paper submissions will assist in preparation of a Draft NSW Long Term Transport Master Plan, scheduled to be released for public feedback early July 2012. The final plan is scheduled for release in November 2012.

Following release of the NSW Long Term Transport Master Plan, work is expected to begin on regional transport master plans. These regions are designated in the Discussion Paper as: Sydney, Central Coast, Illawarra, Hunter, Southern, Murray - Murrumbidgee, Western, New England, Mid North Coast and Northern Rivers.

## 2. NSW Long Term Transport Master Plan - Discussion Paper

The Discussion paper has the following sections:

1. Purpose of Discussion Paper
2. Progress to Date
3. NSW Government and Transport Objectives
4. The 20 Year Challenge
5. Sydney Transport
6. Regional Transport
7. Freight Transport
8. Funding

In **Section 1**, The aim of the plan is to *"identify the next set of priorities for transport, identify how we will meet the future needs of our customers and ensure a competitive and sustainable transport strategy is in place to support the State's development over the next 20 years."*

**Section 2** mainly lists transport infrastructure the NSW Government has constructed in recent years.

**Section 3** is about transport objectives for NSW. Subsection 3.16 lists a number of proposed objectives and invites debate about them. These include: customer needs and expectations; support of economic development, informing good planning and investment strategies; coherence and integration across all modes; performance/delivery; efficiency; environmental sustainability; inclusiveness/accessibility/quality of life; safety.

### *Comment:*

Whilst Section 3.12 discusses the need for accessibility and social equity in transport provision, these are not fully detailed in the objectives list in 3.16. Equity of access to transport services for disadvantaged groups including people with a disability, NSW residents not located in Sydney and residents of newly developed urban growth centres (eg Cobaki Lakes, Kings Forest where typically transport services lag behind development) should be a key objective of the Final Plan.

**Section 4** explores the major challenges facing the NSW transport system in the next 20 years.

**Section 5** relates to Sydney only. It goes into far more depth than sections on the rest of NSW. Topics discussed are; challenges for the city centre; challenges for major/regional centres in Sydney (Parramatta, Liverpool, Penrith); challenges for Sydney Airport and Botany Bay; challenges for outer Sydney growth centres; development of Sydney's strategic transport corridors; future approaches to transport in Sydney; how Sydney train services can be improved; how the network of motorways and major roads can be better used; how bus services in Sydney can be improved; the role of light rail; how Sydney ferries can be better used; how can cycling be encouraged; how can walking be promoted; more innovative use of taxis; how can community transport be improved; how can changing between transport modes in Sydney be encouraged; how can access to Sydney Airport be improved; should some form of road pricing be considered; how can pricing and supply of parking influence demand for private car travel; how can land use and transport be better integrated;

**Section 6** discusses regional transport issues. On a whole of state basis it discusses the highway network, the rail and coach network, local bus services and school buses, high speed rail and regional aviation.

Section 6.2 sets out the challenges for the NSW highway network. It outlines the extent of the State Roads (18,028km fully managed and funded by NSW Government). Regional Roads (18,231km Council managed, receiving state financial support) and local roads (145,565km managed and funded by Councils).

*Comment:*

The issue raised by Tweed Shire in 2011 concerning the classification of urban arterial roads in major urban areas (outside Sydney, Newcastle, Wollongong and the Central Coast) is not canvassed in the Discussion Paper.

Section 6.3 examines the future of the rail network and associated coach services that have replaced train services. It acknowledges that freight is the major user of rail outside Sydney. It also talks about the future role of passenger services due to competition from other operators.

Section 6.4 is a very cursory overview of local bus services in regional NSW.

Section 6.5 discusses the possibility of high speed rail connections along the east coast of Australia. It is not considered as a short term option, but should be maintained as an option in the long term.

Section 6.6 is a section on regional aviation (Sydney Airport is discussed in section 5.1.3).

*Comment:*

The presentation is very Sydney centric. The regional airports are considered mainly in a role as feeder airports to Sydney. Interestingly the largest NSW airport outside of Sydney, Gold Coast Airport, is left out of the map of NSW regional air services. Even though Gold Coast airport is part in NSW (and part in Queensland), and conducts around 60 regular passenger flights per day providing comprehensive services to the residents of the Tweed, the authors of the discussion paper seem to be unaware of its existence.



The discussion paper is silent on the profound changes that have occurred in the usage pattern of long distance intra state and interstate public transport travel. Many years ago, trains were the preferred mode. Now the preferred mode is air and to a lesser extent private coach lines. The advent of cheap airfares and frequent flights from the Gold Coast and poor rail timetables are significant factors that have resulted in patronage of the NSW Coach/Rail service out of Murwillumbah collapsing. The range of destinations and frequency of flights from Gold Coast Airport is ever increasing and now includes Sydney, Melbourne, Newcastle, Canberra, Townsville, Cairns, Mt Isa, Darwin, Perth, Adelaide, Launceston and Hobart as well as international destinations. With the advent of these frequent and economical services, the Rail/Coach system provided by NSW Countrylink cannot compete.

The challenges for each specific region are explored in Section 6.7. The full text of the section on the Northern Rivers Region advises:

***"6.7.6 What are the transport challenges for the Northern Rivers?"***

*The Northern Rivers region includes the centres of Tweed Heads, Lismore, Ballina, Casino 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.*

*Total employment for the region is around 69,300. The regional economy is strongly focused on the services sector including retail at 15 per cent, health and social assistance at 14 per cent, education at 10 per cent, and accommodation and food services at nine per cent. These service sectors make up 48 per cent of regional employment. The manufacturing sector makes up eight per cent of employment in the region.*

*The major roads are the Bruxner Highway, Pacific Highway and Summerland Way. The main rail line is the North Coast line (freight and passenger). The Casino to Murwillumbah line is currently disused.*

*Like a number of other regions, this region has an ageing population that needs to access health and aged care services in regional centres. Transport supports the strong tourism sector especially around Byron Bay and there is a marked seasonal impact on road use and local transport services.*

*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. There may be a need for upgrades such as widening or new overtaking lanes on east-west road links in the future, such as the Bruxner Highway. Investigations are being conducted into the resumption of the Casino-Murwillumbah rail service and extensions to South East Queensland."*

**Comment:**

Tweed's transport problems mainly centred on lack of suitable regular commuter bus services connecting to the rest of the Gold Coast/Tweed urban area, are not shared by the rest of the Northern Rivers Region. Whilst the comments in the discussion paper do identify the Gold Coast/Tweed as a major urban area, it does not go anywhere in identifying our major transport issues, let alone any solutions (such as extension of Queensland's TransLink into the Tweed).

The sub section on the Central Coast Region (Gosford and Wyong) is interesting as this is a regional growth area with similar issues to Gold Coast/Tweed. Whilst there is nothing like the detail provided for Sydney, the discussion paper goes into a little more detail than provided for Tweed in the Northern Rivers section. It includes comments such as:

*"Over the next 20 years the Central Coast will experience strong growth. The higher than State average share of people over 65 will need to be addressed by the transport choices offered. Car dependency in the Central Coast is very high. Only four per cent of the Central Coast population use public transport for the commute to work, of which train trips to Sydney are the major component. Over 25 per cent of the workforce travels outside the region to work. The road and rail links to Sydney are critical to the area for access to employment, services and social activities. There is a need to ensure the region develops a transport network that matches its growth in population. The links to Newcastle and Sydney will need improvement."*

Most of the comments on the Central Coast would also apply to the Tweed with its relationship to the Gold Coast and Brisbane, although Tweed's one per cent of commuter use of public transport is much worse than the Central Coast's four per cent.

Section 6.8 advises the final NSW Long Term Transport Master Plan will:

*"provide a basis for the further development of individual Regional Transport Plans, which will then be developed for each of the main regions. While a number of the challenges are the same, particularly how the regions connect to Sydney and other major centres, each Regional Transport Plan will be developed in consultation with local communities to ensure that the unique requirements of each region are carefully considered so that transport planning can be individually tailored and prioritised for the region."*

*Comment:*

The Discussion Paper includes Tweed in the "Northern Rivers" region mapped in Figure 26 as including, Tweed, Byron, Ballina, Richmond Valley (Casino) and Kyogle. In terms of transport, this region contains two very distinct sub-regions being the Tweed sub-region and the rest of the region that can be classified as the Richmond sub-region. The Tweed sub-region being mostly part of the Gold Coast Tweed urban area is very focused on transport connections within this urban area and to South East Queensland for employment and many everyday and higher levels services. The Richmond sub-region has a more conventional regional focus with priorities being on local and intertown transport services and connections to other regions and centres by air, rail and road. Connections with South East Queensland do not have the same importance as in the Tweed sub-region. The future Regional Transport Plan needs to recognise that these two distinct sub-regions have very different transport issues requiring very different transport solutions.

**Section 7** explores freight transport in NSW.

*Comment:*

Most of this section explores issues related to grain haulage. Freight issues for the Northern Rivers are not explored. The Northern Rivers is currently served by the Sydney/Brisbane line through Casino and a number of major roads the most important being the Pacific Highway which carries the bulk of freight through Tweed Shire. There is no intermodal freight interchange on the Northern Rivers. Given its strategic location, Casino is likely to be the best placed location for such an interchange on the Northern Rivers

**Section 8** explores funding options which include: greater use of public-private partnerships; road pricing (fuel taxes, tolls, license/registration fees, high occupancy road lanes, area/zone charging such as Singapore, heavy vehicle time based charging, parking space levies), role of fares.

### **3. Tweed Public Transport Strategy**

In July 2011, Tweed Shire Council adopted a Public Transport Strategy. The principal recommendation of this strategy is to seek the support of the NSW Government to integrate the bus services in Tweed Shire into the Queensland "TransLink" system.

Due to historical and geographical circumstances, much of Tweed Shire's population of over 90,000 is located in the Gold Coast/Tweed urban area with a combined population of 611,662 (ABS 2011). Being part of a large urban area that is mostly in Queensland, Tweed's social, cultural and business links are predominantly with the Gold Coast, Brisbane and the rest of South East Queensland. The Gold Coast portion of the Gold Coast/Tweed urban area enjoys a superior public transport system through the TransLink system which provides an integrated inter modal service across busses, heavy rail, ferries and soon light rail. This service operates on an easy to understand radial zonal ticketing system centred on Brisbane and utilises the *Go Card* which may be used seamlessly on any of these services.

The Tweed part of the Gold Coast/Tweed urban area is by contrast, very much the poor relation when it comes to public transport. The TransLink system stops at the state border and Tweed residents must rely on the poorly zoned, infrequent and much more expensive NSW administered system. Even though the Surfside busses which serve Tweed originate in the Gold Coast and are equipped with TransLink ticketing equipment, this service cannot be utilised in Tweed due to current governance arrangements in this part of NSW. The transfer of bus services in Tweed to TransLink would require substantial cross border legislative and administrative amendments that will need the highest level of support from the NSW and Queensland Governments, TransLink and Transport for NSW.

The TransLink public transport operation in the Queensland portion of the Gold Coast/Tweed urban area is provided within a robust strategic planning context. It is informed by the "South East Queensland Regional Plan 2009-2031", the "South East Queensland Infrastructure Plan and Program 2008-2036", and more recently "Connecting SEQ 2031- An Integrated Regional Transport Plan for South East Queensland". Following the release of Connecting SEQ 2031, the Queensland Department of Transport and Main Roads (TMR) has now initiated the Gold Coast Southern and Central Area Transport Study (GCSCATS) in recognition of the need to provide a more sustainable and integrated transport system.

Public transport in the NSW Northern Rivers Region and indeed in all of NSW lacks the strategic planning framework that is imbedded in the Queensland system. The NSW Department of Planning released the Far North Coast Regional Strategy in December 2006 as a framework for land use planning. It has a two page section on regional transport that proposed the following actions:

- *Planning and construction of the Pacific Highway upgrade program through the Region will be continued.*
- *Local environmental plans will provide for passenger interchanges in all major regional centres, major towns and towns. These interchanges will be well connected to pedestrian and cycle ways.*
- *Land use and transport planning must be integrated to minimise the need to travel, and to encourage energy and resource efficiency.*
- *Local environmental plans are to recognise and protect the regional transport network through appropriate planning provisions.*
- *The Casino to Murwillumbah rail corridor will be protected.*
- *As the Gold Coast rail extension is planned, investigation will be undertaken to determine whether demand warrants extension of the route into NSW.*

The Regional Strategy's planning objectives are positive and construction of the Pacific Highway through Tweed Shire to Freeway standard is planned to be completed by the end of 2012. The sum of the proposed actions however does not represent a comprehensive, integrated approach to transport planning in our region. It is to be hoped that the NSW Long Term Transport Master Plan may initiate some long overdue catch up for strategic planning of transport in NSW.

#### 4. Summary

The NSW Long Term Transport Master Plan - Discussion Paper, has a heavy emphasis on transport objectives, inter modal choice, landuse and economic impacts, transport infrastructure priorities during the next 20 years, and has in depth details on the issues that concern Sydney. Its treatment of the rest of NSW is brief. Uniquely, Tweed's major public transport problem is not provision of infrastructure, but is sorting out the governance of the commuter bus system.

The discussion paper does acknowledge *"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."*, but does not propose the solution identified in Council's *Tweed Public Transport Strategy*, the extension of the Queensland TransLink system to Tweed Shire.

It is recognised that consideration of cross border suburban bus service issues for the NSW section of the Gold Coast/Tweed urban area is a relatively small issue in the preparation of the Long Term Transport Master Plan for NSW. However, Tweed is in a unique situation as decisions made by both the NSW and Queensland Governments have a major impact on our transport services. Up to this time there has been no coordinated strategic planning, provision or governance of transport services by a partnership of the two state governments for the whole Gold Coast/Tweed urban area. This has resulted in the take up of public transport for commuter trips in Tweed Shire being less than 1% of total trips.

The discussion paper is silent on the governance of the transport system. This is a major concern for Tweed Shire, given Councils adopted strategy on the need for public transport in Tweed to be removed from the NSW governance system and placed in Queensland's TransLink system.

Equity of access to transport services for disadvantaged groups including people with a disability, NSW residents not located in Sydney and residents of newly developed urban growth centres (eg Cobaki Lakes, Kings Forest where typically transport services lag behind development) is not well covered in the discussion paper and should be a key objective of the Final Plan.

The discussion paper is silent on the need to classify urban arterial roads in major growing urban centres, outside of Sydney, Newcastle, Wollongong and the Central Coast, so that the key roads serving urban growth areas may be managed and financed by the State.

The discussion paper is silent on the profound changes that have occurred in long distance intra state and interstate public transport travel. These trips are now mainly conducted by air and to a lesser extent by private coach lines. Customer support for long distance rail travel has collapsed. Even though Gold Coast airport is part in NSW and conducts around 60 regular passenger flights per day providing comprehensive services to the residents of the Tweed, the authors of the discussion paper have not included this airport as part of the NSW Regional air services network.

Active transport mode challenges for walking and cycling are only presented in a Sydney context. These active modes are just as relevant to the rest of NSW and the final master plan should present these transport modes in a whole of NSW context.

The Discussion Paper's proposed *Northern Rivers Regional Transport Plan* needs to acknowledge that the Tweed sub-region has very different transport issues requiring very different transport solutions to the rest of the region (Lismore, Byron, Ballina, Casino and Kyogle). It is therefore essential that the section of the *Northern Rivers Regional Transport Plan* addressing the Tweed sub-section align with transport strategies in South East Queensland and the Gold Coast City. To achieve this the authors of the proposed *Northern Rivers Regional Transport Plan* need to closely liaise with representatives of the Queensland Government, Queensland transport agencies, Gold Coast City Council and Tweed Shire Council to ensure transport solutions for the Tweed sub-region are part of an integrated transport solution for the Gold Coast Tweed urban area.

## **5. Submission to NSW Long Term Transport Master Plan**

### **5.1 Public Transport**

#### **Recommendations**

1. The plan should ensure that NSW transport planning for the Tweed, integrates with the strategic transport planning already carried out in the:

- South East Queensland Regional Plan 2009-2031
- South East Queensland Infrastructure Plan and Program 2008-2036
- Connecting SEQ 2031- An Integrated Regional Transport Plan for South East Queensland
- Gold Coast Southern and Central Area Transport Study (GCSCATS) 2012
- Tweed Public Transport Strategy - July 2011
- Far North Coast Regional Strategy -2006

2. The plan should acknowledge Tweed's unique cross border governance issues in the provision of suburban public transport that needs to seamlessly integrate services on both sides of the state border which divides the Gold Coast/Tweed urban area. The plan should explore NSW/Queensland cross border processes that can facilitate the governance of public transport in the Tweed Shire urban area being transferred to Queensland's TransLink.

### **5.2 Aviation**

#### **Recommendations**

3. The NSW Long Term Transport Master Plan should recognise the role of the Gold Coast Airport as the second busiest airport located in NSW and its role in providing Tweed and other Northern Rivers Residents with high frequency, low cost, long distance travel to NSW regional destinations, Australian capital cities and major interstate regional centres.

### **5.3 State Road Classification**

#### **Recommendation**

4. The NSW Long Term Transport Master Plan should acknowledge that urban arterial roads in major urban centres outside Sydney, Newcastle, Wollongong and the Central Coast, such as the Tweed Shire part of the Gold Coast/Tweed urban area, should be classified as "State Roads" and be managed and funded by the state.

### **5.4 Active Transport - Walking and Cycling**

#### **Recommendation**

5. The active transport modes of walking and cycling are just as relevant to the rest of NSW and should not be presented in a Sydney only context. The final master plan should present these transport modes in a whole of NSW context.

### **5.5 Equity of Access to Transport Services**

#### **Recommendation**

6. A key objective of the final plan should be the equitable provision of access to transport services for disadvantaged groups including people with a disability, NSW residents not located in Sydney and residents of newly developed urban growth centres (eg Cobaki Lakes, Kings Forest where typically transport services lag behind development). The Final plan should propose mechanisms to ensure equitable provision of transport services for all residents of NSW over the life of the Plan.

### **5.5 Proposed Northern Rivers Regional Transport Plan**

#### **Recommendations**

7. The proposed Northern Rivers Regional Transport Plan should acknowledge that the Tweed sub-region has very different transport issues requiring very different transport solutions to the rest of the region (Byron, Lismore, Casino-Richmond Valley, Ballina and Kyogle).

8. The section of the *Northern Rivers Regional Transport Plan* addressing the Tweed sub-section should align with strategic transport planning documents referred to in Recommendation 1.

9. The authors of the proposed *Northern Rivers Regional Transport Plan* should liaise closely with representatives of the Queensland Government, Queensland transport agencies, Gold Coast City Council and Tweed Shire Council to ensure transport solutions for the Tweed sub-region are part of an integrated transport solution for the Gold Coast Tweed urban area.



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