

Survey Response	
1	Does the strategy include enough consideration for The impact of EV in 2042
2	<p>Fabulous to see cycling and walking is becoming a priority for helping to get cars off the road. Focusing on the rail corridor as a public transport option is not practical. Most people won't use it if it means getting to a station that is more than a kilometre away. Also, the movement of people between Bangalow and Billinugel is not huge. Nor is there a great need for people to travel between Byron and Mullumbimby. Any rail service established there- is likely to be private and therefore expensive. It will also take years, by which time we will have new methods of transport eg: self driving cars and buses. To expect that you could also have a rail trail beside the tracks is completely illogical. A lot of that land is flood prone and bridges and tunnels would have to be negotiated. You would need a six foot fence between the line and the trail. Where would the train run from if going from Byron? Sunrise - after the solar train finishes? Would people have to catch the solar train and then change at Sunrise? The owner of the existing solar train has no plans to extend it further. It does not make money and isn't well patronised.</p> <p>Perhaps consider "on demand buses" such as B-ConX operating out of Lismore. You have an app to call the bus. Comment from user below: Goonellabah resident Tony Lewis can't speak highly enough of the State Government's new on-demand bus service pilot program in the Goonellabah/Chilcotts Grass area, describing it as "life changing".</p> <p>The trial bus service, operated by Buslines Group and launched on March 18, can be booked by anyone to take them from wherever they are in the service area to places of interest or transport hubs to connect with route bus services and back again.</p> <p>I am disappointed that the new road works on the Bangalow Road towards Coopers Shoot Rd did not consider cyclists. It would have been a perfect opportunity to include a proper cycle lane. Many cyclists use that route to access the hinterland from Byron and it is extremely dangerous! (Until we have the rail trail!)</p> <p>Please move ahead with a stand alone rail trail asap and work with the other 3 councils who are already on board. Tweed section will be completed at the end of this year.</p>
3	Please stop holding up the rail trail. That trains will come back is a fantasy. No one is going to give you a billion dollars. The rail trail will be a wholesome economic transformation project for the region. Your delusion is holding this back and harming the future for many people.
4	I strongly oppose the plan for multi-use of the rail corridor. For safety and economic reasons, the rail corridor should be a rail trail used for cycling and walking. No motorised vehicles should travel along the old rail corridor. Public transport should be provided by bus.
5	I just think you should fund the Northern Rivers Rail Trail urgently. A train would be great too but will take way too long. Just get it done! I live off Rifle Range Road in Bangalow and it is absolutely ridiculous that you can't walk or ride a bike into town safely at the moment because there are no paths. Once the rail trail is built we will be able to walk or ride to town and school. Just do it asap and stop faffing about with trains!!! It will cost a fortune and take forever.
6	<p>The strategy appears good, except for the glaring inadequacy of our rail corridor to be able to accommodate anything other than a simple single track rail service OR a Rail Trail. Byron Shire MUST realise this fact, as it is otherwise going to perpetuate into even greater needless wasted time, pontificating over this fanciful multi-use dream.</p> <p>It is actually impossible to fit anything wider than what was designed in 1890, without physically widening the formation over floodplains, drainage infrastructure, bridges, tunnels or overpasses, cuttings and steep raised sections.</p> <p>To do this, would be at monumental cost and landscape devastation, whilst being unacceptably unsafe.</p> <p>Attempting to marry a railway service together with cyclists and pedestrians is only possible where the terrain allows. Our corridor terrain does NOT allow for this.</p>
7	<p>The elephant in the room for cyclists is the lack of connectivity to regional cycling routes. There is nothing (well at least nothing in plain language that I can understand) which talks about how Byron Shire will provide the missing link between the two segments of the NRRT.</p> <p>Byron Shire has adopted a delaying and spoiling tactic to the integrated development of the rail trail and this will be to the detriment of Byron ratepayers, visitors and the environment as a whole.</p> <p>The strategy should say "We will ensure a connection of the shared use path from Crabbes Creek, through the key locations of Byron Shire to Booyong". We will seek urgent funding for this initiative to minimize the delay before the entire NRRT route is available to residents of the region and visitors alike".</p>
8	Reactivating the rail corridor and providing a commuter service between bangalow and Mullumbimby is the best option, create "park and ride" facilities at bangalow and tyagarah so it can act to get a significant amount of traffic off the roads and allow tourists to travel within the shire sharing the wealth tourism brings to the area while also providing a reliable commuter service to locals.
9	I am a bit puzzled by the mention of using the rail corridor for re-establishing the railway. Aren't both ends of the existing railway corridor in Tweed and Lismore council areas already destined to become part of the rail trail cycle network? It wasn't clear in the parts 1-3 document anyway how this affects plans to propose multi-use for the corridor, and why TfNSW would be interested in investing in train based public transport along the corridor.

10	<p>Overall it is thorough and makes sense. I note that it refers to an increase of cycling access. I speaking mostly about the town of Byron Bay. I feel this needs to go further. I see car free Sundays as a great idea, but cycling conditions need to be improved. At the moment it is still dangerous in may areas. The hinterland has some beautiful rides but the roads, with minimal to no shoulder, being narrow and add the normal need for repairs are too dangerous. Bangalow road is narrow and risky to cycle in the lanes, particularly with an increasing number of drivers multitasking (mobile phone use). This is an opportunity to be leaders (globally?) in the use of bikes, like some European cities. The town centre needs more bike and walking paths at the expense of parking and maybe some areas with no car access. Lawson & Jonson need to remain open, but some areas could be closed to cars. Parking must remain a cost to visitors. How is the increased flow from West Byron into town going to be managed? I know it is not our shire, but it impacts us - what can you do to improve the situation at Chinderah? It is unacceptable that the national highway is closed for days at a time. I may have misunderstood or missed something, but is the intention (and if not could it be considered) to have a large interchange/hub somewhere near the M1/Ewingsdale turn off for parking and then use trains, Bus and bikes? Same further along Ewingsdale Road? More buses and trains between towns in the shire makes sense. If people insist on driving could there be a toll for non-shire residents? Its probably too controversial, however it isn't unreasonable for a visitor to pay a few dollars to contribute to the costs of maintaining the town/s. For business people; it is tax deductible and they are here earning money. If they use the other modes (Bus, train) they will have a cost anyway. The alternative is to increase the cost of parking for visitors. As I said I think the plan is very good. Some other comments The plan involves lots more meetings, assessments, etc and even a roundtable (really?). How about outlining more physical changes and when they will be visible? Otherwise you will be leaving yourselves open to (more) criticism unfortunately. Another way to look at the table is in calendar form... 2023 planning, action; 2024 same..... so on.</p>
11	<p>I really like the strategy as has been presented in these documents. I find the plans regarding increased cycling infrastructure and the multi-use of the rail corridor to be particularly worth celebrating. A rail connection between towns will be an absolute game-changer for this Shire, providing a benefit for locals and tourists. The plan makes some prudent points on the strategic importance of the railway in reducing traffic congestion too. The intention to build a shared pathway alongside is also fabulous. I feel the multi-use project helps get the maximum potential out of the corridor, while also providing alternatives to car transport. With this Shire expected to host 3.8 million visitors annually by 2030, we sure will need it! The focus on bike infrastructure will also be great for connectivity within town. Overall, its a great plan and I'm very supportive of it. Keen to be riding the new and improved cycleways and utilising the much-needed rail services in the near future!</p>
12	<p>The strategy does not align with the Tweed Shire Council Transport Strategy Document which is our main feeding route for over 3 million residents of South East Queensland. https://www.tweed.nsw.gov.au/files/assets/public/documents/council/council-meetings/archived/2012/eocm-nsw-long-term-transport-master-plan-attachment-1-public-transport-strategy.pdf The future rail system in the strategy favours a heavy rail following the M1 from Chinderah to Yelgun with train stations at all highway interchanges . This is the same construction technique as used by the the Gold Coast to Brisbane twin heavy rail railway system . Getting workers out of cars requires reasonably fast and regular transport options , the existing single track meandering Northern Rivers line does not achieve this . The future is regular electric buses picking up workers from almost their front doors (400m maximum walk from home to bus stop) and dropping at almost their final destination (again a maximum 400m walk) . The route and location of the old railway system requires workers to drive to railway stations and then catch a bus to their final destination, triple handling which keeps workers in cars . The Music Festival sites at Tyagarah and Yelgun- the distance from the possible railway station site to the actual music big top location is between 1.8 and 2.3km walk . Moving thousands of festival punters in short spans of time is not achieved by a single track train system on the old steam age alignment. As per Tweed Shire Transport Strategy it should be a twin track modern alignment that gets festival punters within 1km of the 'big top' music tents . I would suggest that all councillors actually walk from the nearest railway station location point to the fare box festival gate (not just the sites front boundary) . Getting festival punters to walk more than 1km will keep them in their cars . Focus should be on multiple solar powered electric buses with bus lanes on congested routes like Ewingsdale Rd and Mullumbimby Rd .</p>
13	<p>The draft Strategy is deeply flawed in respect of the use of the former railway for transport. In particular the suggestion that traffic congestion can be on Ewingsdale Drive could be relieved is based on a weak and I would suggest false basis. I have discussed with ARCADIS the methodology used to compare the cost benefit of a very light shuttle rail and or a mixed use path on the corridor. ARCADIS' lead consultant Carol Teather advised benefits were derived from "city modal share" to allow a common basis for the two modes. ARCADIS' cautioned that a more appropriate methodology should be used for each use to derive their respective cost and benefits and that has not been done. The costing for the shuttle is also flawed as ARCADIS was not aware of the large number of bridges in poor condition. I am well aware having walked the Tyagarah McAukeys Lane with inter alia Mayor Lyon (please protect). The original independant transport consultant for the draft strategy dismissed the use of rail on the basis of high cost, proposing instead two regular shuttle bus services on an X axis between the main towns. No reason has been presented in Moving Byron for not following the qualified transport consultant's advice on the use of buses, or ARCADIS' advice on the need to for a cost benefit before planning for rail. . The strategy of using the corridor for rail will carry a large opportunity cost. The Tweed Shire rail trail contracting showed it is not feasible to use the corridor for a path beside the rail bed. Funding for any rail is unlikely in the foreseeable future, but a rail-based strategy will simply leave the corridor unused indefinitely effectively greatly diminishing the benefits to the Shire and the region of a completed rail trail. It is also inconsistent with the Priority A given to a corridor path in the PAMP. Other aspects of the strategy are OK, including the priority given to a corridor path from Bangalow.</p>
14	<p>Please use the train and bike path DO NOT rip up track for a stupid bike path Byron Bay needs car park out of town and train taking people into town to get traffic off the roads please use common sense and use train track for train</p>
15	<p>Finally, a council that has the forward thinking of the future transport needs for the region.</p>

16	Public transport must be a priority for Byron Shire. It is presently severely lacking in availability and inadequate in its scope. Use of an existing corridor, such as the rail line, is a sensible solution. Both rail and rail trail would be a welcome advancement in progressing the shire. It would benefit both the residents and the tourists in exploring region.
17	As a tourist from Sydney I struggle to visit the Byron area every time I come in 2022, 2020, 2018. The massive traffic jams once i was in a 7km and a 4km in and out of town. In the streets, paid parking is all a turn off for me. Traffic between Lismore to Byron is horrendous in peak hour...worse than Sydney i suggest.Byron Council needs to expand the rail services in the region to remove so many local cars. Tourists like me will stay away until there is less road traffic.
18	Please STOP the Elements tourist train It passes over 1600 beds twice a day With ONLY bout 2-5 passengers A bike track would be much better and affordable for all . Locals think the train is too exy In fact it's cheaper to transport a family by Uber / Taxi than pay \$5 ahead one way for under 3 kms
19	Reopen the Rail route as a normal operated railway line for Rail transport towards Murwillumbah and through Condong. Then further up north to beyond QLD, towards the Proposed Terminus Gold coast. Thus Rail transportation and also special route for the Gold Coast Flyer Proposal. Also for wooden sleepers to be replaced by either plastic concrete or moulded plastic sleepers. for the original line to have extra sidings or the whole thing duplicated with Double track. Heavy railway route reused by tourist trains as well as public rail transport as well.
20	Bringing rail back to the Northern Rivers is a no-brainer. The roads are congested, so it would mean less cars on the roads, therefore less pollution; it would provide a means of transport for those without licenses, including the elderly, the disabled and young people; it would bring in the tourist dollar and in times of emergencies, like the recent floods, provide some access to assist those in need.
21	Congratulations to Byron Council for showing leadership where other councils in the area , the State and Federal Governments have not. The proposals are excellent. In particular I strongly support the preservation of the rail corridor and the re-introduction of rail services, both in the coastal corridor and the Bruxner corridor. Having many family members in the Northern Rivers, the very poor public transport has been a major deterrent for my self and others to visit and travel in the area.
22	There needs to be an extension of the current Byron Bay Solar Train as well as the introduction of additional trains. Unfortunately the work at the station undertaken by council means trains will not be able to run through this area without significant work. Having a service between Mullumbimby and Bangalow via Byron Bay would mean an extension of tourism potential, and also give people more options around places to stay knowing they will have direct access to Byron Bay.
23	More trains
24	I demand that you dont have it as a cycle way he demands that you bring back trains. I demand nothing but trains and all push bike riders can go to hell
25	I totally support the re-opening of the existing railway line to provide local passenger, tourists and freight services. Traffic will not be reduced in Byron or on the many overloaded & dangerous regional roads, unless the railway is used. The railway will provide so many benefits such as, reducing passenger vehicle numbers on narrow congested roads, providing an alternative public transport vehicle for young people to live in less expensive ares but work in Byron, also transport for elderly, disabled and abled.
26	1. The street from the main roundabout in byron to the beach hotel should be a walking mall. There is no reason the tourists need to share it with cars. 2. The old railway corridor should have a light rail AND bike tracks from byron to Bangalo to Lismore. This would support tourists as well as locals. It would provide transportation as well as a lovely day out for locals and tourists. There is no reason you can't have a light rail as well as bikes. 3. The corridor needs to be protected permanently for the future if we don't develop it now.
27	Clearly there needs to be well considered plans for the traffic and transport in and out and around Byron shire
28	I fully support thorough use and re-use of the existing rail network to provide transport locally and with connection to national railway corridors, especially to the Queensland network., for all the stated reasons and more.

29	A dual gauge rail line will allow frequent, all stations services from the Gold Coast, Queensland as well as weekly, or even daily, express services to Sydney. Trains from Sydney need not be all stops, but stopping only (from Casino) at Casino, Lismore, Byron Bay, Mullumbimby, Murwillumbah, Kingscliff and Tweed Heads. The train which currently terminates at Casino could instead be extended to the dual-gauge section of the rail line. I also support building a cycling and walking path along the route, as that's best for everyone
30	As the XPT and Xplorer fleet are on the verge of being replaced, now would be the perfect time to consider a dual-gauge rail line from Casino to the Tweed. Further, the Ballina branch could extend to Ballina airport and be served by a light rail, whilst the main line from Casino to Murwillumbah would be served by dual-gauge heavy rail to Sydney and to QLD
31	<p>I found the strategic plan to be thorough and very well drafted.</p> <p>If you want sustainable transport options, you will have to focus on good public transport and cycling options. It would be a good idea to have someone who has bicycle use, too on their agenda, when road works are planned. This person could ensure that bicycle use is always considered, and not just vehicles. A simple widening of Ewingsdale Road and an extension to the width of the bridge over Belongil Creek would allow safe crossing for cyclists. The existing cycle way along the S side of Ewingsdale Rd is inconvenient, too narrow, and too slow. It also ends badly once you get into town, with pedestrians blocking the narrow footpath.</p> <p>The abandoned railway from Casino to Murwillumbah was a big political mistake. It is a major transport infrastructure that already links all the major towns in the Northern Rivers, and does so in a smart way (level elevation) and is distinct from the road systems. The main N/S system (M1) leaves the community in a vulnerable position: a major incident will bring all N/S travel to a halt!</p> <p>It is well expected that visitor numbers (and vehicle numbers) will continue to increase with time. The (already) existing railway line will be an enormous help to reduce this traffic.</p> <p>To prove the value of rail commuter service, I recommend opening Mullumbimby to Byron, with a Station at Tyagarah to cater for Music Festival travellers. Once that is shown to be popular, the service could be extended to Billinudgel and Bangalow. I would also recommend the Heritage Society get involved and organise special travel (once a month?). This would encourage interest in the railway system and young people could be trained in numerous area of the railway. And of course there is the enormous added value of local employment.</p> <p>Rail service can cater for everyone: the elderly; people who cannot drive or do not own a car; those with mobility issues; and those with a disability.</p> <p>I would also like to remind the Council that the rail corridor belongs to the people of NSW, and that it travels through truly beautiful country side. And I am certain that all stops along the railway will be thrilled about the prospect of visitors, without their cars!</p>
32	<p>What waste of time this document is, it's utopian aims do nothing to help improving the big traffic issues byron bay and the shire faces.</p> <p>I suppose that's what u get when u put Basil "I hate cars and roads" in charge</p> <p>Where's a road being improved?? Perhaps a roundabout at Suffolk park??</p> <p>Extra freeway ramps at bangalow??</p> <p>Another exit off the freeway to come in to byron bay - to ease traffic coming in to byron bay - ewingsdale road is past it's operating limits</p> <p>All the talk about getting people out of cars - the council the does not even maintain the bike paths it has properly. Washed out, potholes, overgrown edges, tree roots (ewingsdale road and sunrise blvd bike paths)</p> <p>Hey Basil - upgrading rural roads to decent standards is not "creating rural speedways" as u harp on about, it's simply the dent thing to do, making roads safer for all!!</p> <p>It's such a shame that vile ideology has taken over and keeps putting all in the shire is more unforced traffic jams, more potholes, more bad roads, total lack of vision in urban planning, no proper allocation of funds to fix bottlenecks. It's a complete waste of the time.</p>
33	The notion that the old railway corridor reactivation will A Be funded by state or federally is pure folly B It can service at best Bangalow to Byron to Mullum C Where are the stats that show how many people would utilise for commuting or leisure D Who would run such a venture certainly not a cash strapped council who have not the funds now to cover the basics

34	<p>Generally good direction. Things i see as missing / need further development:</p> <p>1) the active mobility focus is good but there is a lack of recognition of the fundamental shift that is occurring with electric bikes. Electric bikes are car replacements for short duration travel and needs more thinking in this regard. How to incentivise, how to allow for less interrupted electric bike travel, how to reduce risk (more off road or separated bike lanes needed) and increase bike priority / right of way at intersections. Electric bikes make journeys of <10km often only slightly slower than driving. Similar for other electric transport - scooters / skateboards etc - they are changing the transport landscape and need to be included in the plan.</p> <p>2) there needs to be a strong recognition that for emission reduction to meet 1.5 degree targets dramatically reducing private car use for short journeys is a fundamental required shift. The strategy needs to do everything to discourage private car use for example suffolk to Byron but federal to Byron is more difficult to resolve as +10km and on routes that are not well suited to other types of transport.</p> <p>3) there is considerable experience in European urban centres on the role of cargo bikes for 'last mile'; deliveries. This should be recognised - eg what is the role for cargo couriers / deliveries by ebike and how to incentivise - eg journey on a cargo bike reduces a truck travelling on urban roads through the town and instead can be picked up dropped at depots and final delivery by cargo bike.</p> <p>4) the connectivity of bike networks is mentioned well. One specific example not mentioned is to connect suffolk park to broken head via the tea tree track and then over broken head reserve through to seven mile. A bike track behind the dunes from broken head to Lennox would provide amazing connectivity between the two LGA and would open eco tourism possibilities. Similarly while the rail trail is great a track running along the coast behind the dunes (similar to suffolk shared path) from belongil to Brunswick heads would have enormous tourism and leisure appeal and should be mentioned.</p> <p>5) the speed issues of cars not following 50km limits and need to expand 50km limits is mentioned. But i think more needs to be done to improve rider and pedestrian safety. There need to be more pedestrian crossings in Byron bay including the industrial estate and on Bangalow road. The traffic islands do not suffice. Traffic should have to stop to give pedestrians and riders priority and this will incentivise their use rather than exposing them to danger at these crossings.</p> <p>6) i did not see any mention of share cars? This is an important part of the transport equation. PopCar has been supported in the shire and is great but more parking sites are needed in areas eg Suffolk park and more options eg vans and small cars such as is available in Habitat should be done more widely as these services incentivise non car ownership for residents as they provide viable alternatives - ride bikes for short trips and take share car for longer journeys. This needs to be scaled up and perhaps more competition encouraged.</p>
35	<p>The idea of a Multi-modal corridor make no sense, and seems to be more based on an ideological obsession with public transport than providing a functioning, diverse transport system. By far the best form of public transport is electric buses which have the potential to travel anywhere for multiple purposes. It is also doubtful that there exists the concentrations of population to make large-scale public transport viable, as in urban areas where there is an easily identifiable CBD and networks of dormitory suburbs. The best option by far is the conversions of the corridor to a walking/cycling trail, as has been recognised by surrounding LGAs. At least two of these shires have obtained funding and begun preliminary work. This corridor would serve many functions from commuting by standard and increasingly electric bikes, to tourist ventures attracting cyclists and walkers locally, from inter-state and internationally. It has the potential to become one of the great rail trails of the world. To miss this opportunity is very short-sighted. I urge the council to reconsider their priorities, abandon fanciful notions of multi-modal corridors, and back the rail trail project as surrounding LGAs have done.</p>
36	<p>A big priority for council should be the Northern Rivers Rail Trail. I live in the Rifle Range Rd area of Bangalow and there is no footpath into town along busy Lismore Rd, and a lot of families live in the area. Walking and riding bikes is healthier than driving or catching the train, and better for the environment. When the rail trail is built we will be able to walk into town and my son can walk or ride his bike to school. We could even ride electric bikes into Byron! These seem to be the future. I have put on weight since moving to the region because footpaths are inadequate, so you have to drive everywhere. I really think this should be a high priority for council.</p>
37	<p>Need a rail trail</p>
38	<p>Can we please have some action on the Northern Rivers Rail Trail</p>
39	<p>FANTASTIC- public transport will open up the way we live within our communities. Linking us through non car focused infrastructure is key towards building sustainable outcomes. Safer, cleaner, stronger movement between places.</p>
40	<p>Trains are not an essential link, and in any event, need to include adjoining councils if they are to be considered at all. Buses are available between the towns and get very little use. What is the point of considering bringing trains back when 1) there is no prospect of any funding and 2) the advent of electric vehicles negates any benefit of a train.</p> <p>It is disappointing that there is very little mention of a rail trail which would benefit many residents. Multi-use of the rail corridor has been discredited.</p>
41	<p>The existing rail line from Casino to Murwillimbah needs to be reinstated with trains to ease road congestion, reduce greenhouse gas emissions and provide a service for disabled and elderly travellers, families with lots of luggage and as a means of getting around during floods, fires and accidents that block the road. Not a bike track that only benefits able bodied cyclists. Best outcome is to have the bike track alongside the rail line, but the priority is the rail line. It already exists, it's welded rails on steel sleepers, some bridges are already concrete. Timber trestles can be replaced by concrete culverts or pipes which are cheap and efficient. The Queensland rail mob are keen to create an interchange with the line and their south coast line, thus creating an almost seamless transition to go to the Gold Coast and Brisbane. With the area exploding with property development in residential and industrial, the rail line is needed more than ever.</p>
42	<p>This is an excellent strategy, and should be used as the basis for engagement with surrounding councils to ensure that existing tracks are not torn up. Really well thought out.</p>
43	<p>Well i demand that trains come back along the line and remove all cars from the area and while were at it kick all the homeless people out of the station area</p>

44	The strategy seems to cover all community points. My main priority is for better, more dependable public transport in the area. Fair enough to see local bus companies providing a shuttle for BluesFest but locals were left without a full service. There just isn't enough transport between our towns & villages.
45	Finally a good start and congratulations for Byron Council making plans for this strategy to take place and hopefully come to fruition. Making use of an already popular and successful rail option to link smaller towns, such as Mullumbimby and Bangalow, just makes perfect sense. The infrastructure is there and will require upgrades in certain locations. It would make such a difference and support both towns and create vital tourist opportunities between Mullum, Byron and eventually Bangalow. This would work well, not only for residents, who live outside of Byron and make the commute each day, but as a vital tourism link. There is much more bang for your buck than a single cycle track. Thank you council for taking on this challenge.
46	rail would be great to help get some cars off the road , from mullum or billi to Byron , and provide parking at Cavanbah centre . many people would like other transport options than car or bus , which can be late due traffic. rail from Byron to Yelgun , would also be great to get people to Bluesfest , and other events in North Byron parklands , using Cavanbah centre as a pick up / drop off point getting cars and buses off the already congested M1. .finish the cycle way where it comes out near council depot in bay shore drive byron bay , provide a connection to IGA shops , its pretty dangerous at the moment where it finishes @ cnr of bayshore and banksia drive
47	The highest priority should be re-opening the rail connection from Casino- Lismore- Eltham - Bangalow - Byron - Murwillumbah. This rail corridor is the key to the future prosperity of the region - in economic, social and environmental terms. The rail corridor should be used for passenger trains and freight - for the community first and foremost to access jobs, health and education. Re-opening the railway will build confidence across the region and provide reliable transport to the most vulnerable in the community.
48	As a passenger service, Rail will not pay the inspection and upkeep costs of the track unless it is carrying lots of freight to make it viable. Fare charging passenger rail will have to comply to all current rail standards for NSW. It will not be profitable to maintain these standards. Busses on roads are subsidised by all road users who pay fuel tax. You can get a bus to where you need to go. With rail you will still have to get to your final destination. These are some of the reasons that a lot of rural railway lines failed. Byron Shire Council need to be looking at smaller electric busses running more often and with more pick ups and destinations.
49	This is the best and most cost efficient way to move between suburbs for work and recreation. I'm always for the return of our rail systems.
50	As a child growing up in the byron shire, I have fond memories of catching the train from Mullumbimby to Byron. I agree the train service would be a more sustainable way of travel. As locals, we need more options of travel to help protect the environment and to reopen the train line between these two towns, would provide more choice for locals. Byron bay's traffic is only going to get worse with new developments. I think the train service would be a great option for locals to commute between byron and mullumbimby. Thank you
51	Many households in the Byron community support the Northern Rivers Rail Trail, yet you have ignored this. The Multi-Use Rail Corridor has been discredited yet you continue to refer to it as an essential link in any future transport system. You are ignoring the views of experts in this field and your ratepayers. The Tweed section of the rail trail has been jointly funded and will open on December 2022. The Richmond Valley section has been funded and will likely be constructed at the same time, or shortly afterwards. How can Byron Council not support this option when it's clear to so many other stakeholders that it opens up a new transport option for the area that we desperately need.
52	Please proceed forthwith to join Tweed and Lismore Shires in building the rail trail without retaining the old rail. There is no prospect for the rail to come back. There should be no delay in creating this magnificent asset for the region.
53	Good , go ahead full speed
54	The existing rail infrastructure from Casino to Murwillumbah should be utilized not removed for bicycle paths. In my opinion this is a retrograde step that will impede growth in the long run. It could be linked to the QLD line. It would be great for the Olympics. Lismore CBD could do with a boost to tourist numbers that a rail line to Byron could provide. More villages could be built along the line. All the people who don't have a car or can't drive would have an easy way to get around the region. Please reconsider keeping and re opening the existing rail line.
55	Brilliant idea, restore services to Mullumbimby, relieve traffic on ewingsdale Rd, good for the environment, and while they are at it, Byron to Bangalow, less traffic on Bangalow Rd and Ross lane
56	Very keen to see rail for public use reinstated , it is the best choice , safe , and reliable . no more traffic on our roads please

57	<p>Preliminary</p> <p>I am a resident of Byron Shire and have lived in Byron Bay for 28 years. Thank you for the opportunity to make the following comments on this document.</p> <ol style="list-style-type: none"> 1. The "Draft Moving Byron 2022 to 2042 Integrated Transport Strategy" including "5. Part 3 Action Plan" is not supported and should be scrapped. Regretably, the draft strategy is a nonsense document populated by motherhood statements, political assertions and non evidence based assumptions presented as credible action plans. I would recommend that future draft transport policy in Byron Shire be prepared in accordance with the nationally recognised "Australian Transport Assessment and Planning Guidelines" available at https://www.atap.gov.au/ . Use of these guidelins would assist Council in avoiding the more populist and non evidence based approach adopted in the draft now on exhibition. 2. The structure of the draft Moving Byron strategy is incoherent and difficult to follow. 3. There is a lack of clear and tangible goals, objectives, targets and KPIs 4. There is no technically competent problem identification, assessment and priority setting. In this regard, there is insufficient data provided and no transport modeling presented (on either a Byron LGA or regional basis) to identify origin/destinations, current/proposed transport networks, current and predicted traffic/pedestrian volumes/bottleneck and problems. 5. There is no sound options generation and assessment. The draft proceeds directly to supposed solutions, like activating trains on the existing rail corridor. There are no rigorous options assessments, or cost/benefit analysis justifying preferred solutions. There is no credible supporting technical assessment reports and implementation plans or reliable costings for preferred options 6. The strategy's reliance on the Multi Use Rail Activation (MURC) report is misplaced. The MURC report is fundamentally flawed for a number of reasons: <ul style="list-style-type: none"> - The demand assessment for trains based on average capital city % population patronage on extensive rail networks is unrealistic for an isolated single section of train line in a Byron LGA, low density, regional/rural setting. There is no mode share utility assessment including no generalised costing of travel options to calculate the likely mode share of the MURC recommended "train" service. <ul style="list-style-type: none"> - The proposed supply solution, being "hi-rail" is untested, and would have insufficient capacity to convey significant numbers of passengers on a single train line on the Ewingsdal/Byron Bay corridor. - the costing of capital works is not credible. There is also no on site truthed assessment of the condition of existing railway infrastructure and associated cost of repair/restoration. - There is no credible costing of ongoing operation and maintenance costs of such a service - There is no commitment from any level of government that they consider the MURC recommendations as credible. - Even in Australian capital cities, the fare box ratio (ratio of fares collected to operation and maintenance costs) of suburban rail services rarely exceeds 30%. The fare box ratio of a rail service on a Mullumbimby to Byron Bay train service is likely to be much less, leaving a massive requirement for perpetual government subsidy. - There are no signs of any commitment from any level of government that they are likely to support the ongoing financing of a train service. 6. The Moving Byron draft strategy ignores the potential of the Northern Rivers Rail Trail for delivering essential active transport infrastructure as well as demonstrated recreational, health and economic benefits. The rail trail can connect many towns and villages of Byron Shire as well as providing links to the rest of the Northern Rivers region. The other three LGAs along the abandoned Casino to Murwillumbah rail corridor have all embraced the rail trail and federal/state governments have already committed around \$30 m to the project. 7. Multi use of the rail formation for both trains and pedestrian/cycle pathway is not technically feasible for much of the corridor or economically sustainable. Byron Shire's support for the "Multi use" concept is defacto opposition to provision of a rail trail. 8. Byron Shire Council's opposition to the rail trail project, despite overwhelming support of the project from Tweed, Lismore and Richmond Valley Councils, and a significant portion of Byron Shire residents, is an appalling failure of local public policy. It is Byron Shire residents who will be paying the price for this policy failure.
58	<p>The Strategy is not well developed and seems to have a strong focus on congestion at the M1 Interchange at Ewingsdale and linking trains to the M1 for park and ride. The Transport strategy does not provide data for the "ideas". It needs to be much broader thinking, and view opportunities that are present. I am not a traffic engineer but having read the strategy I can see clearly that, for example, "non-work" traffic does not even include parents driving their children to school. Every school day there are long queues of traffic associated with the High school, St Finbarrs, Primary school and Steiner school in McGettigans Lane. There needs to be incentives for parents to put their children on the school buses, rather than drive them to school and pick them up. This is a major cause of traffic congestion in Byron Bay. Second there needs to be recognition of the use of e-bikes as transport, and e-bike lanes need to be provided in hinterland; and also on the Rail Trail. Forget putting trains back on this track- not many people want to catch a train to Murwillumbah these days. If a train were to be in the shire it would need to run alongside the M1 to the GC Airport. The Shire needs to join with the other North Coast councils and embrace the Rail trail as a means of transport. Many people are happy to ride to work, and e-bikes provide this opportunity. Park and ride would not work for Byron Shire- people want to get to work asap- not park their car, then walk to a bus, then get off the bus and walk to work. In the city where there is adequate population it works but it will not work for Byron yet. Please do better research collecting data about transport and redo the strategy.</p>

59	<p>The virtual total lack of public transport, especially on weekends, public holidays and at night, in such a fast growing area with millions of tourists every year is unbelievable!</p> <p>Rail services are so needed by so many people to cut down on climate change emissions and for connectivity within our whole region and ultimately with a need to connect with SE Qld. The elderly, the youth and disabled are very disadvantaged and many young people leave our region for other places with good rail and bus services.</p> <p>The Ewingsdale Road bank up of cars is a great reason why extending the Byron solar train service from Byron to Mullumbimby (possibly via a Tyagarah Station pick up point) is a no brainer! And that is a starting point to leading on to Billinudgel for the 7,000 people living at Ocean Shores and to on Yelgun with the Falls and Splendour Festivals who want rail services to support their policy of non-use of road vehicles to access their venue (I can supply you with a letter from them to that effect).</p> <p>In the other direction a rail service to Bangalow would be wonderful for so many people who would not have to face the traffic between there and Byron. Visitors to the Bangalow Market would most certainly utilise this service as well.</p> <p>I have spoken with many travellers who are amazed that we are not using our railway lines for shuttle services. In Europe and other places the rail is a crucial focus for travel and is also the safest (200 times safer than on the road) and the most comfortable way to travel for locals and tourists alike.</p> <p>Having a bike/walking track beside the railway line within the corridor or elsewhere is also needed, however not many people would commute this way nor travel great distances on a bike path (only 10% of people ride bikes), however 100% of people can travel on a train or light rail, in all weathers!</p> <p>Connecting our Northern Rivers region via rail again with regular rail services throughout the day and night, will be a game changer for the people (who can take a trip or commute in a train rather than drive), also for the environment and our local economies.</p> <p>The fact that three railway companies are registered in this region, the Byron Railroad Company, Northern Rivers Rail Ltd and the Northern Regional Railway Company, to bring services again to the Byron Shire and beyond, is a great incentive to look at this as the next important phase of 'Moving Byron 2022 - 2042' that will really make an enormous difference to our region's long term sustainability.</p> <p>These rail companies are willing to work together for the optimum outcome and are currently fundraising to fix the line and bring services back to Mullumbimby.</p> <p>Please support advocating for budget allocations and applications to state and federal governments so that this outcome can move forward more quickly.</p> <p>Together we can make this an inspiring model for other places in Australia and around the world, especially as it will be a no emission service, as extending the current solar train service (the first in the world) even creates more solar energy than it uses.</p> <p>For all those who desperately need rail services in a well timetabled form to suit all sectors of our community, we ask that you support this crucial initiative in your planning.</p>
60	<p>We need a rail line for efficient travel without cars! There is so much traffic and it's only increasing. This is one way to go about it. Also many young people who can't rely on their parents to drive them around have to hitchhike because they have no enough options.</p>
61	<p>I live in Bangalow and commute to work in Byron by electric Bicycle. I use the roads but it feels so dangerous. Am desperately hoping for a rail trail so I can commute safely and encourage others to get out of their cars and also take advantage of the incredible range an electric bike offers.</p>
62	<p>I support the Northern Rail Trail and urge Byron Council to progress the creation of this regionally significant tourist attraction and active transport link.</p>
63	<p>I would like to see our rail corridor remain intact and see services return in the future . This is very important to so many</p>
64	<p>I support Byron to Mullumbimby light rail so I can get home from work</p>
65	<p>A thinly veiled pamphlet to continue to continue to try to justify trains. The public transport needs cases are there, but the report fails to provide any reasonable solution to the needs because the authors cannot see past the idea of a train service. We need a public transport system, but the answer does not involve a mini bus running between Mullumbimby and Byron Bay, occupying a multi use corridor that could actually service the needs of a public transport system.</p> <p>The concept of a shared corridor between Ewingsdale and Byron is good, but it should be to service the electric bus network to service our whole shire. A train along the old corridor will not service Brunswick at all. A train will not service the Ocean Shores/ New Brighton or Suffolk Par without an integrated bus service. Bus services can do all of that, and then can be faster than private transport if they use the corridor to avoid the traffic along Ewingsdale Road.</p> <p>The idea that busses and cars from all over the shire will converge on the park and ride site at Ewingsdale, get out and wait for a vehicle the size of a minibus to pick them up and take them to Byron in shifts is illogical. Did anyone with any logistics background review this document before they put it out to the public? The report is an embarrassment.</p>
66	<p>Please bring back rail this is so important to get traffic off the roads particularly in Byron Shire</p>
67	<p>I really like the report. A good mix of transport modes. Preserving the railway line is really important too. In my view to remove the railway line would be the worst outcome. A huge waste of potential. If cycleways can go alongside though, then that would be top.</p>

68	<p>Byron Shire Council is to be commended for implementing Moving Byron 2022-2042 - integrated Transport Strategy.</p> <p>This is an exciting document and my comments only relate to the reactivation of the railway corridor.</p> <p>It is an asset created a long time ago, 128 years actually, to connect communities near and far. Rail transported people and goods between villages and the bigger towns. Rail brought visitors to the region. It can still do all that, using light rail vehicles powered by electricity, sourced from solar charged batteries or hydrogen gas produced locally to power fuel cells.</p> <p>This light rail operation meets all environmental requirements, it can travel quietly at speeds of up to 70 kilometres an hour, each car (carriage) can carry around 50 seated passengers and bicycles and goods such as larger parcels can be carried on a trailer at the rear of the unit. Light rail vehicles are accessible by people of all mobilities.</p> <p>Park and ride facilities are a key factor in reducing the impact of motor vehicles within the shire. Four areas have been identified which could integrate with a light rail service in the Byron Shire -</p> <p>The junction of Orana Rd and Coolamon Scenic Drive is about 80 metres from the rail line. This provides access to the light rail for residents of Ocean Shores and also Brunswick Heads, which is less than four kilometres away.</p> <p>Tyagarah will provide a major park and ride facility for people doing business in Byron Bay or Mullumbimby who are travelling in either direction on the M1.</p> <p>Byron Bay railway station will be the main light rail stop giving passengers easy access to the bus interchange.</p> <p>Red Devils sportsground is about 200 metres from the rail line and a park and ride here will help reduce the number of cars from the south (Ballina/Lennox/Broken Head) entering Byron town.</p> <p>Bangalow railway precinct between the station and the A&I Hall provides a good sized parking area to keep motor vehicles out of the main street to provide an easy light rail commute into Byron Bay.</p> <p>Binna Burra allows local residents and those from Federal and Eureka and possibly Lismore to leave their car and travel to Byron.</p> <p>The rail corridor between Byron Bay and Bangalow is noted as a "shared corridor" for walking and cycling. This appears to be a rail trail by stealth.</p> <p>Byron Shire Council has conducted a feasibility study which shows that a shared use of the railway corridor for multiple users and uses is the preferred option. The line provides the north south/east west connection criteria, it is in place, it just has to be reactivated.</p> <p>I am more than happy to be contacted by a representative of Byron Shire Council to discuss my submission.</p>
69	<p>I fully support the Moving Byron plan. Of key importance is the focus on keeping and utilising the railway line.</p> <p>Hearing news of railway lines being pulled apart in the Tweed region reinforces how important the railway line is in this Shire. It must be kept. The potential for providing alternatives to traffic and a means to disperse the 2.2 annual tourists in a practical and attractive way is too important to ignore. Particularly with annual tourism expected to reach 3 million by 2030, it only makes sense to be keeping the door open for road transport alternatives such as rail services. The on-formation rail trail other Councils are pursuing welds this door shut. It is relieving to see that the Moving Byron plan acknowledges the importance of keeping the railway.</p> <p>Ideally, the solar train would be extended (or the creation of a similar service) to Mullumbimby and Billinudgel, and to Bangalow in the south. That would provide a transport option for locals away from the road, and provide a practical, all-weather and attractive means of dispersing the existing tourist market (something a bike trail alone could not do, in other words). It would also become an attraction within its own right.</p> <p>With an average speed of 80km/h, a train between Byron and Mullum (15km) would make the journey in about 11 minutes. I remember before it closed the speed was closer to 110km/h, which would mean Mullum to The Bay in around 8 minutes. A bit faster than by car, which usually takes 30 minutes!</p> <p>The use of the railway for rail services will have a transformative affect on the way locals and tourists move around the Shire. Moving Byron sees this, which is why it has my full support. The plan also acknowledges that this system may not happen immediately. I very much like the plan to run hi-rail based operations as an interim measure and a way of getting the track open, keeping it maintained, and also getting the tourist demographic involved.</p> <p>All in all, as a cyclist I am a big fan of the Moving Byron plan. As someone who sees the value and huge potential in an operating railway line, I am a big fan of the Moving Byron plan. Essentially, it's a great plan!</p>

70	<p>I commend you on putting this integrated transport strategy together. I applaud the inclusion of safe walking and cycling as part of the strategy throughout the shire.</p> <p>I can see that the Ewingsdale road to Byron is still a major stumbling block and feel park and ride (either with buses, light rail or cycling options) appears to be an "ideal" solution. I am aware of the enormous costs of restoring the railway corridor for rail based transport, and the lack of interest from the State Government to fund such an option. However a free bus shuttle service/park and ride would still encourage users and would still drastically reduce the number of cars and passengers using this road. The success of this is in the promotion and efficiency. In addition, shuttle buses can transport park and riders more conveniently throughout Byron Bay, rather than only arriving on the outskirts, making it more user friendly and attractive to users. (Who wants to drag their shopping from Woolworths to the station?)</p> <p>If an option of rail based services becomes viable?? PLEASE ensure that the walking and cycling trail beside the rail is a high priority. I was very disappointed that the solar train did not provide that option when it was built. Byron provides an important link in the overall Northern Rivers Rail Trail and will bring a different visitor demographic to the region, who will happily travel around without a car.</p>
71	<p>ADDENDUM to original submission</p> <p>Local transport is a key issue in moving through the community. It is acknowledged that poor bus services, especially at nights, on weekends and on public holidays disadvantage many. It does nothing at all for tourism. Tourism is the lifeblood of Byron, for better or worse. There is little or no organised regular tourism services to get visitors around the shire to explore the villages and hamlets they would miss while attached to their holiday apartment. There is more to Byron than just the Bay and using light rail to get visitors out of town to connect with a minibus tour really does open up the region and spread the tourism dollar.</p> <p>A light rail vehicle can carry passengers and the goods they buy at local markets; light rail carries bicycles to meet up with bike tour guides who will take visitors on local tours for varying durations; and light rail will take tourists out of town for a pub lunch and a few craft beers, and get them back and off the roads. Bangalow to Newrybar and the Macadamia Castle, Mullumbimby via Main Arm to Billinudgel for a smart refreshment then back on the light rail to Byron. There are enormous possibilities that rail based tourism will offer Byron, and the infrastructure is already there. Of course it will work. The Byron "solar" train carried over 100,000 passengers in its first year of operation, and that was just a three kilometre ride. Let's open the place up with managed tourism initiatives for all to enjoy, participate and contribute.</p> <p>Original Submission</p> <p>Byron Shire Council is to be commended for implementing Moving Byron 2022-2042 - integrated Transport Strategy. This is an exciting document and my comments only relate to the reactivation of the railway corridor. It is an asset created a long time ago, 128 years actually, to connect communities near and far. Rail transported people and goods between villages and the bigger towns. Rail brought visitors to the region. It can still do all that, using light rail vehicles powered by electricity, sourced from solar charged batteries or hydrogen gas produced locally to power fuel cells.</p> <p>This light rail operation meets all environmental requirements, it can travel quietly at speeds of up to 70 kilometres an hour, each car (carriage) can carry around 50 seated passengers and bicycles and goods such as larger parcels can be carried on a trailer at the rear of the unit. Light rail vehicles are accessible by people of all mobilities. Park and ride facilities are a key factor in reducing the impact of motor vehicles within the shire. Four areas have been identified which could integrate with a light rail service in the Byron Shire - The junction of Orana Rd and Coolamon Scenic Drive is about 80 metres from the rail line. This provides access to the light rail for residents of Ocean Shores and also Brunswick Heads, which is less than four kilometres away. Tyagarah will provide a major park and ride facility for people doing business in Byron Bay or Mullumbimby who are travelling in either direction on the M1. Byron Bay railway station will be the main light rail stop giving passengers easy access to the bus interchange. Red Devils sportsground is about 200 metres from the rail line and a park and ride here will help reduce the number of cars from the south (Ballina/Lennox/Broken Head) entering Byron town. Bangalow railway precinct between the station and the A&I Hall provides a good sized parking area to keep motor vehicles out of the main street to provide an easy light rail commute into Byron Bay. Binna Burra allows local residents and those from Federal and Eureka and possibly towns through to Lismore to leave their car and travel to Byron.</p> <p>The rail corridor between Byron Bay and Bangalow is noted as a "shared corridor" for walking and cycling. Is this a rail trail by stealth? Byron Shire Council has conducted a feasibility study which shows that a shared use of the railway corridor for multiple users and uses is the preferred option. The line provides the north south/east west connection criteria, it is in place, it just has to be reactivated. I am more than happy to be contacted by a representative of Byron Shire Council to discuss my submission.</p>

Re: "There is a rail corridor that runs within both the Coastal and Bruxner movement corridors and links the town centres of Byron Bay, Mullumbimby and Bangalow, three key destinations in the Coastal Corridor. The corridor is largely unused with the exception of the Solar Train at West Byron.":

Two Detailed Business Plans for the Murwillumbah-branch Railway

There are now two recently developed and properly costed, highly complementary, Business Plans that require revival of the Casino-Murwillumbah Railway line. They represent economically and environmentally viable, and sustainable, long-term community transport solutions. They will both complement any off-formation "rail trail", in fact greatly assist the creation, maintenance and utilisation of a rail trail and access for cyclists. They'll facilitate:

1. Extension of the existing, world's best practice, globally leading technology, Byron Solar Train:

I. Stage 1, fully costed at \$9 million, is for Elements Station (Bayshore Drive, Sunrise) to Mullumbimby (also facilitating park'n'ride from Mullumbimby to Byron Bay)

II. Stage 2, fully costed at \$8 million, is for Byron Bay Station to Bangalow Station

III. Stage 3 is for Mullumbimby Station to Yelgun (North Byron Parklands major events venue - the proprietors support the return of a rail service. Also a new Station at Ocean Shores)

IV. Stage 4 is for Bangalow Station to Lismore Station (see Business Plan 2. below)

V. Stage 5 is for rehabilitation of the line and services to Murwillumbah/Condong; and

VI. a logical Stage 6 extension to Banora Point (under NSW MoU with Qld the termination point of the final stage of the Gold Coast Light Rail) via Kingscliff (the \$725 million new Tweed Valley Hospital and medical precinct);

One location in the NSW Northern Rivers region, Byron Bay, receives 2.4 million visitors per year. This has placed significant strain on the transport infrastructure in the town and for all Byron Shire communities. Regular commuting for work and schooling in particular presents a daily challenge which is exacerbated by visitor numbers on weekends, in peak holiday seasons and around cultural events. Daily commuter transport needs not only centre on Byron Bay but extend as far as Lismore and Tweed Heads, especially for secondary & tertiary education. Then there is the recently approved West Byron development which eventually will add up to 4,000 dwellings along the already congested main east-west thoroughfare to and from the town, Ewingsdale Road. (Noting that an elegant alternative could be offered to Ewingsdale residents with the resurrection of the former Quarry 'halt' station located at the end of Quarry Lane on the revived railway. Likewise for Tyagarah, Myocum, St Helena, Bangalow Industrial Estate, Binna Burra Booyong and Billinudgel etc.)

There have been a series of oft-repeated assertions that the rail corridor doesn't link the current and future populations of the inner Nthn Rivers sub-region. The only map that has been provided to support this assertion depicts a simple line drawn between Lismore and Ballina then along the coastal strip north to Tweeds Heads. This line ignores all the diverse communities north and west of it and that the coastal strip is already generally infilled or otherwise comprises geography not suited to a railway corridor; estuaries, swamps, high tides and storm surges, ranges and headlands. Certainly the Local Environment Plans and Development Controls of the relevant LGAs, that other than for the hinterland east west axis in Lismore and Ballina LGAs, don't necessarily, and don't exclusively, support this general contention. <Ref map (Fig 19 p 53) and of Transport for NSW Casino to Murwillumbah Transport Study version 2.1 <https://www.yoursaytweed.com.au/69419/widgets/339947/documents/205861> and <https://www.planningportal.nsw.gov.au/spatialviewer/#/find-a-property/address>>.

72 Moreover, there are NSW Govt Master Urban and Regional Development Plans that are not constrained by current LEP zonings with instead an emphasis for the inner Northern Rivers on infill in the various hinterland valleys. Even under current LEPs there's Mooball in Tweed Shire LGA where 5,000 dwellings are mooted. Railway line connecting that locality to service centres both north to Murwillumbah and south to Mullumbimby and Byron Bay (and on to Lismore) is currently in the process of being ripped up.

2. Intermodal Supply-Chain Logistics Freight operating from Lismore City (and potentially the M1 at Bangalow) via Casino to the Port of Brisbane, in the north, and to Coffs Harbour (and potentially Kempsey), in the south. This proposal also features: a. environmental sustainability (with Lismore having the potential to be a NSW, or even east coast, technical, engineering, service, manufacturing and training centre) featuring: § battery electric locomotives (e.g., Wabtec and/or Progress Rail), battery electric and hydrogen fuel cell electric (e.g., Anglo-American/Aurizon), virtual hybrid, 2 locomotive sets, and battery electric and existing diesel, virtual hybrid, 2 locomotive sets § battery electric road delivery vehicles (e.g., GM Brightdrop and/or Arrival Van) circulating to and from low footprint intermodal micro-hubs; and § ability to dramatically decrease daily, passenger and freight, fossil fuel powered road vehicle movements, particularly on the Bruxner Hwy (east & west of Lismore), the Summerland Way, Bangalow-Lismore Road and the M1 Pacific Motorway. b. world's best practice 'disruptor' cross-docked trans-shipping technology, which, amongst other things, readily facilitates pick-up and delivery of local produce/production. Apart from potentially immense benefits for local and regional economies, this also offers risk mitigation against the shortages experienced when stretched supply-chains are disrupted i.e., contributing to a Business Continuity Plan now seen as a basic requirement for communities, institutions, businesses, transport infrastructure (road, rail, sea and air) & all of government. c. low 'footprint' technological simplicity with no requirement for centralised warehousing, cold stores and extensive rail sidings and road vehicle parking areas (typically all-up a minimum \$20 million – not necessary!) Delivery of this project will also provide the ability to: d. reinstate daily intra-state passenger services as far as Lismore Station i.e., the former daily Sydney-Murwillumbah XPT service which is currently terminating at Casino. e. attract increasingly popular up-market tourist rail services to stable in Lismore (where they currently otherwise lack a suitable stabling location in either Casino or Brisbane): § Journey Beyond Rail Expeditions' 'The Great Southern' (also operators of 'The Indian-Pacific', 'The Ghan' and 'The Overlander') § Vintage Rail Journeys' 'The Aurora Australis' ('The Southern Aurora' rolling stock) § Cruise Express' 'The Spirit of Progress' The operators of these services require train stabling, with appropriate rail technical/engineering and passenger supply services. The location must also though offer their passengers and crews accommodation of up to 350 bed-nights over up-to 5-7 days i.e., quite something for "rail trail" patronage to better! f. seamless connections for regional commuter/tourist trains offering multiple daily round-trip services initially from Byron Shire LGA g. inaugurate daily interstate Lismore-Brisbane via Casino commuter services (Brisbane's Cross-River Rail, nearing completion, will free up slots on the dual gauge line into Roma Street Terminal - empty other than for the daily Sydney-Brisbane XPT early morning passenger drop-off and pick-up) There is also Project Feasibility Study underway to augment the Business Plan. (Project Feasibility Studies enhance potential investor confidence and can even result in project 'bankability'). NSW Northern Rivers communities - an integrated Polycentric/Distributed City Collectively there is a sub-region of communities comprising those on the NSW inner Northern Rivers generally within the Richmond-Wilson, Brunswick, and Tweed River catchments. These are Casino and Lismore in the south heading north via Kyogle, Nimbin, Bangalow, Mullumbimby and Murwillumbah, and on the Far-North Coast from Evans Head in the south heading north via Ballina, Byron Bay, Brunswick Heads, Ocean Shores, the Tweed Coast / Kingscliff and to Tweed City. This highly integrated set of communities is described as an evolving conurbation, a rapidly growing "polycentric city" of approx., 300,000 people – this can also be demographically described as a "distributed city".

Continued....

This is how the present day Gold Coast City evolved over the past 50 years. 30 years ago the Gold Coast's population was the same as that of Northern Rivers today, and it has more than doubled that over those 30 years. Qld's Sunshine Coast is another example of a distributed city with its current a population approx., equal to that of the Northern Rivers. Yet significantly successive Qld Govts have continued to plan and construct significant rail and light rail infrastructure servicing both the Gold Coast (now looking to also service Tweed Shire in NSW) and the Sunshine Coast (as far north as Noosa and Gympie LGAs). The Central Coast, Lake Macquarie, Newcastle and Hunter regions of NSW offer an analogous case (of a distributed city), as do the Illawarra, Wollongong, Shellharbour, Kiama and Nowra regions. Significantly both these greater regions feature branch lines offering commuter rail and rail freight / intermodal facilities. Railways & Rail Trails - each complementing the other. Economic Business Cases vs Viable Sustainable Business Plans Project's requiring capital, whether that is via investment, donations, loan or grant, generally require a supporting Business Plan. A Business Plan revolves around sustainable profitable operations with revenue exceeding costs i.e., profit: o even a not-for-profit company, or association, must be profitable to the extent it doesn't make a loss o investment capital requires greater profit in order to make a return to investors or to increase the value of their investment o If donation or grant funding isn't assured, an enterprise can only develop a viable Business Plan if: o total grant funding equals the amount required to achieve positive cash-flow i.e., profitable revenue; or o total donations received are in excess of a nominated escrow amount required to achieve positive cash-flow. Governments routinely commission studies to explore the "Economic Business Case" often then for justifying subsidising a project (via any of, govt expenditure, grants or provision of subsidised services). Economic Business Cases: o are not Business Plans o are not based upon a project being profitable in its own right and in many cases assume they won't be; & o if positive, in terms of the net economic welfare of a given LGA, Metropolitan area, State, Nation, or sector, they can be viewed as providing a Business Case (for the subsidising of a Project). Specifically, there has never been a publicly circulated Business Plan for the Northern Rivers Rail Trail. There have often been referrals to Economic Business Cases supporting 'rail trails' (routinely 'on-formation' bicycle paths replacing railway tracks i.e., eliminating rail). Assumptions underlying the conjectures in those Business Cases have been questioned. There have been further wild off-the-cuff assertions of visitor numbers and for the profitability of rail trail operator enterprises. These have been provided by various rail trail proponents, all of them are unsustainable when subjected to even cursory scrutiny.

Railway with off-formation bicycle path relative to 'Rail Trail'

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Reinstatement of rail none-the-less easily provides for inclusion of a bicycle pathway along the railway corridor, but off-formation. We suggest that any "economic business case" for a so-called 'rail trail' (where curiously on-formation means no rail!) would be substantially enhanced in with a "win-win" involving a complementary resurrection of the railway (and regular services on it):

- o railway line vehicle access tracks are suited to upgrading as dual use light road vehicle and bike pathways (even for a dedicated bike path it will need to be capable of carrying the axle load of emergency services' vehicles)
- o necessary rehabilitation works on railway ballast and sleepers creates a suitable road base material (see railway refurbishment undercutting at <https://youtu.be/bXN24eFH5pY>)
- o in Tweed Valley Shire's Rail Trail construction tender process, the winning submission, from Hazell Bros, explicitly stated that an off-formation bicycle track was cheaper to construct than one on-formation which requires destruction of the rail track (a copy of the relevant page extracted from the submission can be supplied)
- o if the railway and rail trail mutually assumed responsibility for fencing (along with adjacent landholders) this would result in the sharing of a significant cost burden
- o frequent rail traffic effectively delivers a close monitoring of a bike path increasing public safety and property security for adjacent landholders
- o cyclists could carrying their bikes onto trains wherever local passenger trains are re-introduced. A system of classic rail "halts" (short platforms) could be introduced allowing for hailing of a local train to pick-up and set-down. This would assist cyclists where hills/tunnels and bridges/watercourses otherwise impede their way or whenever they tire or are dissuaded by inclement weather; rain, sun, heat etc.
- o rail corridor maintenance and surveillance mitigates against bio-security risks (see the NSW Local Land Services Risk Assessment for the Tweed Valley Shire Rail Trail therein outlining potential Catastrophic Biosecurity Risks https://ehq-production-australia.s3.ap-southeast-2.amazonaws.com/742c94be0c2792b628c957582d14a67279c6a399/original/1621991430/7403a1c054b924627f8234f2232a0e35_NCLLS_Biosecurity-Risk-Assessment_Final_2019.pdf)

Both Business Plans with shortly be finalised. They'll be complemented by:

- An Information Memorandum for the Byron Shire and Beyond Commuter Rail Project
- A Feasibility Study for the cross-docked trans-shipping Intermodal Supply-Chain Logistics Project

For further information regarding the proponents see:

- <http://mitren.com.au/>
- <https://www.nrrc.com.au/>
- <https://www.premacapital.net/>
- also assisting <https://northernriversrail.com.au/> for Mullum to the Bay Park'n'Ride

a) Public transport in the form of inter-city high speed trains and intra-city metros are wonderful in their right place and this is not one of them. Watering down a good idea often makes it unviable. Some public transport works well here, in particular school and airport buses. The key feature for success is moving many people to or from the same place at the same time. The epic fail is the number of huge, fossil-fuel-powered buses driving around with few or no passengers on board, in search of what could be termed random passengers.

The solar train is suggested as a beacon of the way forward. The case presented is that the train can carry 90+ passengers and takes only 10 minutes. This is absolutely true but does not reflect the real situation. Once upon a pre-Covid time I took a trip on the train. There were 6 people on board, - not a well used service. Whilst the journey does take 10mins, we must remember that this is a single track railway. So allowing a few minutes to load and unload passengers and the return journey, the maximum possible frequency then becomes every half hour. Due to lack of demand, the actual frequency was once per hour when I took my trip, - too inconvenient to repeat. From Google maps the distance travelled by the solar train is nearly 3km, the track distance from Byron to Mullum is a little over 15kms, roughly 5 times the distance. This means that this single track can only support an infrequent service, probably similar to that of the big buses which roam empty in search of random passengers. The report mentions Hi-rail (a hybrid road-rail vehicle). This technology has been intermittently tried and failed since the 1930s. This is not a solution, it is a procrastination. There is a notion of multi-use along the rail corridor, of a train alongside a bike path. Let us not waste more public money on pursuing this nonsense. The track is not wide enough! Even if it was, the train is unlikely to be viable and would seriously devalue a nice safe, quiet, enjoyable active transport route.

b) Much of the traffic burden around town is from tourist traffic, the seasonal nature of this load is obvious.

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i) Encourage park and cycle for tourists, they could park well out of town, e.g. at Tyagarah and then travel on their own (or hire) bikes along a dedicated cycleway into town. This removes the disincentive of transport infrequency.

ii) A further encouragement for tourists not to bring their cars into town, is to increase parking fees, perhaps even using variable fees with a peak period surcharge. This will surely squeeze out some tourists, but Byron is already is already bursting at the seams at peak periods. It could also serve to smooth out tourist traffic. The extra revenue should be used to fix Potholes. This must be one of the easiest problems to solve, it just needs money. It is also important to maintain the low cost annual permit for residents. A medium cost permit for the residents of neighbouring shires could be considered. Remember park and ride has already been trialled with parking at Cavenbah and a double-decker bus to town. A few people used it, but the uptake was not significant, probably a mix of infrequent service and insufficient financial incentive. The double-decker bus was also available for the farmers market at Cavenbah, - again vastly underused.

c) Bike tracks around the shire are already improving. A dedicated active transport route along the rail corridor should form the backbone of a cycle network through the shire. It would provide safe crossing of the M1 and a link to the neighbouring shires who are already moving in this much needed direction. The rapid uptake of e-bikes makes this a more inclusive option and could go a long way to solving youth transport issues. Take this opportunity to shift the mindset. In the Netherlands, cycling is absolutely a normal thing to do. For sure it's flat terrain but the railway surveyors of yesteryear already picked out the easiest routes, Let us make the best use of their efforts.

Community vision for connected transport.

Trains On Our Tracks (TOOT) is a community based association established in 2003 as an umbrella organisation bringing together Northern Rivers Trains for the Future, other rail advocacy networks and community groups with roots reaching back to the 1990s. Embedded in TOOT's constitution objectives is a vision for an 'integrated transport system' where the role of the Casino-Murwillumbah rail line is the 'spine' that connects isolated transport infrastructure, services and communities. TOOT has always worked to the principle that the most accessible and sustainable integration occurs when all types of transport are connected...buses, cycles, pedestrians cars and rail.

This vision can be found in the Northern Rivers Trains for the Future submission to the Parry Report in 2003 and the TOOT Now vision produced in 2005.

TOOT has long understood the potential to maximise integration through multi use of the rail corridor for active, rail and public transport.

The 'spine'.

Since its construction the line has served as a connector of our communities and played a key role in patterns of development. Its contemporary ability to connect and influence sustainable development is on display in the centre of our towns where rail stations are located. We are strongly of the view that the strategic value of the line has been underestimated for too long and are pleased to see that Moving Byron has highlighted its potential to diversify networks and play a major role in an integrated and sustainable transport network.

Moving Byron

Moving Byron is an important and timely vision with directly stated messages for a sustainable transport future. The document provides clear guidance on the pathway to a sustainable transport future that is safe, accessible and meets the movement needs of all in the community. In our long journey with the community on transport issues, we are not aware of a comparable document produced by Council or government that has so comprehensively identified and confronted our community's experiences of and aspirations for our transport networks. Council is congratulated for the preparation and exhibition of this forward thinking strategic assessment.

Big Picture Challenge

TOOT agrees that the most significant strategic direction that can meet the challenge of ongoing induced car dependence, its impacts and costs is to diversity both transport infrastructure and services. As such we support actions for Council to take strong regional leadership to promote a rail link to Queensland, noting the Brisbane Olympics planned for 2032. The shorter term 'priority project' to activate the rail corridor for multi use rail, active movement and public transport is also supported, noting the following benefits, integration opportunities that help to achieve the broader range of Moving Byron objectives.

- improved public transport
- expanded active movement
- reduction of car dependence
- reduces demands on road network
- long term financial benefits
- reduced car movement and demand for parking in town centres
- park and ride integration
- supports visitor economy

The Multi Use Rail Corridor Study undertaken on behalf of Council demonstrated that small initial investments in very light rail can produce a range of benefits desired by the community. Investment and benefits that grow with the community. There is potential for lightweight vehicles such as hi rail to provide flexible on demand public transport that can travel on rail providing opportunities for commuters, visitors and others to diversify movement options around traffic congestion. Our community desires Council to demonstrate strong leadership and advocacy for public transport development, the 'big picture' rail link to Queensland and the 'priority project' to activate the rail corridor for multi use.

Sustainable transport planning now

We agree with the following principles that are applied in discussion throughout.

- 'big picture' road network support - Desired Outcome 1
- active movement - Desired Outcome 3
- public transport development - Desired Outcome 6
- financial sustainability - Desired Outcome 10

We applaud the clarity of discussion reflecting the diverse range of transport needs that matter to our community and need to be part of integrated and accessible transport including,

- public transport
- active movement
- safety and access
- hinterland and neighbourhood roads
- road safety
- carbon sustainability

74	<p>Continued...</p> <p>TOOT supports an inclusive and open engagement with the community for the most effective implementation. The implementation framework in the document provides a sound basis to begin, however we believe that as with a living document, ongoing adaption is required as the rollout of the strategy progresses over time. It is vital that there is a high level of community leadership involved. The detailed action plan reflects the priorities and discussion in the document and is supported.</p> <p>Council leadership and advocacy</p> <p>As the document discusses, there is considerable scope for Council to adapt planning controls that promote and encourage public and active transport. Similarly Council actions, data collection and tools are able to expand safe access for all movement types in the community.</p> <p>Council needs to be a stronger leader in policy reform internally as well as actively advocate for transport planning and service delivery in Byron Shire and the region that align with the needs of the community and the objectives of Moving Byron. In short business as usual has to be challenged at all levels to ensure long term sustainability.</p> <p>Summary</p> <p>TOOT supports the adoption and implementation of the strategy.</p>
75	<p>My key points are as follows;</p> <ol style="list-style-type: none"> 1. The Moving Byron report is admirable in parts for the ambitious mode shift initiatives proposed and all credit to Council for seeking solutions for mode shift to walking, bikes and public transport. Grand ideas which have real merit but it's not clear how the ideas could all be delivered in reality beyond motherhood statement status. The danger is we appear to be trying to "boil the ocean". 2. Within the Moving Byron report, there is minimal if any specific detail and substance on a strategy for upgrading Ewingsdale Road to four lanes all the way into town via an agreed timeframe. This key need has been reported for as long as I can remember and back as far as Council's own detailed traffic study circa 2008. This work should be considered as the base line / core issue to be addressed specifically within the Moving Byron document with mode shift initiatives supplementing the critical road upgrades. 3. The four lane Ewingsdale Road fix all the way into Byron has been relied upon by multiple developer traffic studies including West Byron x 2 yet it's not clear in the Moving Byron report how these much needed upgrade works can possibly be delivered in the timeframe in which it will be needed. which was yesterday in reality. All COVID did was to create a lull in traffic which bought the Council and community some much needed time and breathing space. 4. The Moving Byron strategy seems to have been built around aspirational ideas which are not yet based on a comprehensive updated traffic study, model and analysis. It's the cart before the horse. The detailed and comprehensive traffic study and modelling should have been done to provide the data...and then Moving Byron should have been drafted to respond to real traffic modelling data. The real danger therefore is that scarce and limited rate payers money will be expended in the wrong areas prior to the results of the traffic modelling and analysis giving proper direction. 5. With respect to providing safe access for bike riders and walkers in the hinterland areas, my submission explains in the appendix where I believe the real issue is. The real issue is the lack of proper regular maintenance of gravel shoulders and pavement edge drop off areas over recent years. Our local community is just too concerned with their safety to want to use our local roads for town to town travel or even for exercising/walking close to home. The attached Coolamon Scenic Drive shoulder photos are typical of our shire roads. Poorly maintained through regular maintenance regimes with Council not able to keep up due to funding and resources. I'm not sure what the circuit breaker is for this issue, but one off State funded blitz work such as was recently completed on Myocum Road does not help with the kilometres of other road shoulders which fall into disrepair through a lack of regular up keep. A key intent of the Moving Byron plan should be to fix this problem so as to promote mode swap to bikes and walking but it will not be simple to fix. At the heart of the issue is that significant funding would need to be found for regular ongoing maintenance and not just one off blitz works. The Moving Byron plan has a real danger of getting the communities hopes up without having a real means to deliver. <p>Attached also are three typical Maintenance Plans for other similar Councils I sourced on the net. There are plenty of them available for review. They are quite interesting to study along with set timeframes for various types of road related repairs (such as gravel road shoulders and pavement edge drop offs) which are adopted by other Councils.</p> <p>Does Byron Shire have similar agreed KPI schedules to handle pavement edge drop offs and maintaining safe usable gravel shoulders etc which I have noted in my submission at the end? Maybe if they exist they can be made available to the rate payers so we know what is expected. Well maintained and safe gravel shoulders on key roads means more bikes on the road, more walkers, safer run off areas for vehicles etc etc. Not sure the maintenance schedules have been applied for our Shire but they should apply just from a duty of care / customer road safety point of view. Gone are the days when Council grader crews toured the shire with caravan in tow, repairing road shoulders to a safe condition for customers to use. Instead, mostly what the community sees is targeted State funded one off fixes like recently undertaken on Myocum Road, rather than diligent ongoing routine maintenance of road shoulders throughout the shire so as to make bike riding and walking safe as an everyday worthwhile pursuit.</p> <p>As an aside, I would dearly love to have been part of the Community Infrastructure Panel but time just does not permit my participation beyond trying to add value through these opportunities to provide comment. I had nominated as a member but then had to withdraw my nomination due to work commitments. I'm happy to participate in further discussion at any time if I can be of any assistance.</p>

Once again, thanks for the opportunity to make comment and wish you well with Council's endeavours to reduce chronic traffic congestion on key roads whilst improving on levels of travel mode shift to walking, bike riding and public transport.