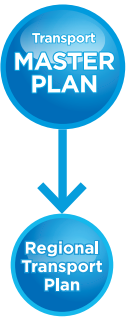
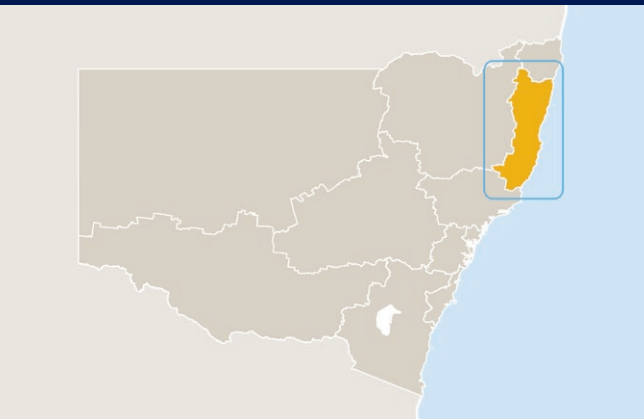


MID NORTH COAST Regional Transport Plan

December 2013



Mid North Coast Regional Transport Plan

December 2013

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Transport for NSW

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MINISTERS' MESSAGE

When we came to government, one of our first priorities was to develop a clear direction for transport in NSW over the next 20 years.

The *NSW Long Term Transport Master Plan* was released in December 2012 to provide a comprehensive blueprint for the future, complete with more than 220 short, medium and long term actions.



To support the Master Plan, we recognise that the state's 14 key regional centres have more specific local transport needs and priorities which should be considered and planned for.

The *Mid North Coast Regional Transport Plan* outlines specific actions to address the unique challenges of the area and includes the things you told us were important to you during consultation in 2012.

The plan looks at the steady growth of the population in the Mid North Coast region, and takes into account an ageing population primarily centred within the four major regional centres of Coffs Harbour, Port Macquarie, Taree and Grafton.

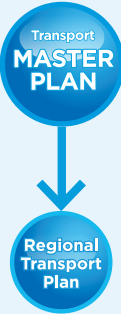
The plan includes duplication of the Pacific Highway and the completion of upgrades to sections of the Oxley Highway between Port Macquarie and Wauchope. Opportunities to improve bus operations in the major centres and improve connections between these towns will also be examined.

In the longer term, the Mid North Coast region will benefit from the completion of the Coffs Harbour bypass and the additional crossing of the Clarence River at Grafton.

Thank you to the community who took the time to contribute to this planning process. We look forward to working with you as we continue to improve and develop our state's transport system.

Gladys Berejiklian
Minister for Transport

Duncan Gay
Minister for Roads and Ports



YOUR REGION

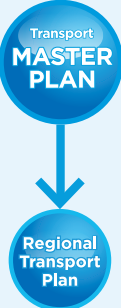
Situated between Sydney and Brisbane on the Pacific Highway and North Coast rail line, the Mid North Coast has a spectacular natural environment, is a popular sea and tree change destination, and an important tourist destination. It is a topographically diverse region featuring mountain ranges to the west and coastal areas to the east.

Transport in the region focuses on both the north-south connections provided by the Pacific Highway and the North Coast Rail Line to the Northern Rivers and Hunter regions, and the east-west connections to the New England North West region via the Oxley Highway, Waterfall Way and Gwydir Highway.

Figure 1 The Mid North Coast region



- Rail with passenger services
- National and state roads and highways
- Regional roads
- National parks
- Waterways
- Town or city
- Airport with commercial passenger services
- Port



The Port of Yamba in the Mid North Coast region provides a link to Norfolk Island and the south west Pacific region. Major trades include timber, live animals, manufactured items, kit houses, boats, explosives and general cargo.

The Coastal Harbours of the Mid North Coast, which include Coffs Harbour, South West Rocks, Woolli, Port Macquarie, Laurieton and Crowdy Head, cater for the commercial fishing industry, local tourism and recreational boating and provide a departure point for charter boats. A limited amount of freight is transported through these coastal harbours.

The Mid North Coast region has a population of around 306,000. Approximately 41 percent of the population is concentrated within the four Major Regional Centres of:

- Coffs Harbour – 16 percent of region’s population (47,500)
- Port Macquarie – 14 percent of region’s population (43,300)
- Taree – 6 percent of region’s population (18,600)
- Grafton – 6 percent of region’s population (17,300).

Kempsey is the other major town within the region. The rest of the population is dispersed across many small settlements. Consequently a sizeable proportion of travel is dispersed across the region. This type of trip pattern is difficult to serve by public transport and is often more suited to the private car.

Residents of smaller towns and villages are reliant on access to health services, education and employment opportunities located in larger centres.

Over the next 20 years, the population of the Mid North Coast is expected to grow to 337,800. This will demand a range of transport responses.

This region has one of the fastest ageing populations in NSW. The proportion of people aged 65 or over is expected to increase from 21 percent to 34 percent over the next 20 years (compared to the NSW average of 15 percent today and 20 percent in 2031).

The ageing population will change travel patterns and require improved transport access to health and aged care services in the region’s main centres.

Some areas on the Mid North Coast have seasonal changes in population due to tourism. This is notable in centres such as Port Macquarie, Coffs Harbour and Nambucca Heads. The key challenge for these areas is to provide additional services where peak season demand exceeds the service level required for other times of the year.

Customers on Mid North Coast told us of the importance of maintaining air links for the region, as well as improving and maintaining the network to ensure connectivity for the region. They also emphasised the need for a more flexible transport service to cater for the transport disadvantaged.

The Mid North Coast includes a high proportion of social disadvantage. For residents in the smaller towns and villages, access to health services, education and employment in the larger centres is reliant on the transport network connecting to these larger centres.

With limited public transport options, the private vehicle is often the only way of getting around. Accessibility issues are exacerbated when households have limited access to private vehicles. The number of driver licences and registered passenger vehicles per household in the region are below NSW state averages.

The region has a diverse range of industries with employment mainly in health care (17 percent of total employment), retail (14 percent), accommodation and food services (9 percent), education and training (9 percent) and manufacturing (7 percent).

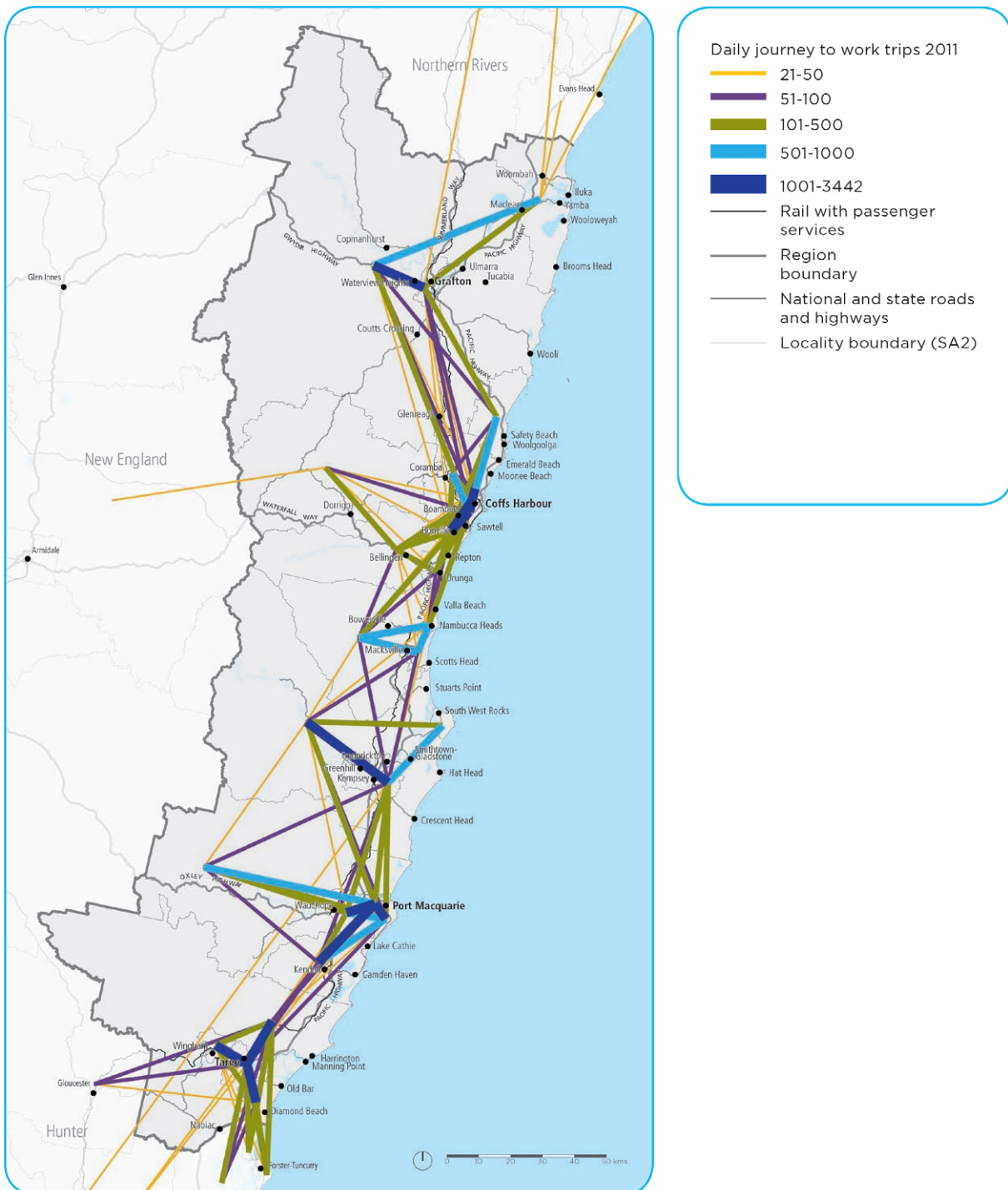
Regional employment is relatively self-contained, with around 96 percent of the employed population living and working within the region. This combined with the importance of the major regional centres of Coffs Harbour, Port Macquarie, Taree and Grafton means that

travel patterns in the Mid North Coast region are strongly focused along the coastal strip between these centres (Figure 2).

There are a large number of 'over size over mass' freight movements along the Pacific

Highway, generated by infrastructure construction. The freight task on the Pacific Highway road corridor is expected to almost double by 2031.

Figure 2 Journey to work origins and destinations in the Mid North Coast region



The specific population, employment and land use characteristics of the Mid North Coast region have implications for the transport network, as follows:

Table 1 Regional characteristics and transport implications

Characteristic	Transport implication
Population growth	<ul style="list-style-type: none"> • Greater travel demand as population increases • Requirement for managing demand and operations as a priority, with eventual expansion of infrastructure and services to meet this demand, as required
Ageing population	<ul style="list-style-type: none"> • Greater demand to travel for healthcare, medical and recreation reasons and less demand for travel to/from work and within peak periods • Need for more specialist transport services to cater for limited mobility and to reduce social isolation • Need for research and pilot projects to determine the best ways to transition people from cars to public transport and then to community transport to reduce car dependency
Social disadvantage	<ul style="list-style-type: none"> • Limited public transport increases the level of isolation and disadvantage • High proportion of socially and economically disadvantaged people who cannot afford to own a car or hold driver licences are further disadvantaged by a lack of public transport options • Higher public transport fares in rural and regional NSW can reduce ability to access jobs and services
Significant population dispersed in many small settlements	<ul style="list-style-type: none"> • High private car dependency • Dispersed trip patterns that works against public transport • Flexible and innovative arrangements to serve people in small settlements • Need to provide adequate transport for travel within the region
Employment clustered in major centres	<ul style="list-style-type: none"> • Transport services to/from major towns and cities are critical
Domestic and international tourism	<ul style="list-style-type: none"> • Seasonal tourism demands can exceed local network capacity which is otherwise adequate for most of the year • Increase in demand and congestion on strategic and local road network during peak holiday travel periods
Road safety	<ul style="list-style-type: none"> • Heavy truck crashes in the Mid North Coast region are predominately located along the Pacific Highway • Pedestrian casualty crashes are clustered around Taree, Port Macquarie, Kempsey, Nambucca Heads, Coffs Harbour (including coast settlements north and south) and Grafton.



DELIVERING CHANGE

Some of the initiatives already underway in the Mid North Coast region include:

- The Northern Rivers and Mid North Coast will benefit from around \$500,000 being spent on maintenance to improve safety and reliability on the rail network
- The introduction of NSW TrainLink which operates services to the Mid North Coast, and for the first time provides a dedicated organisation focused on improving services for our rail customers in regional NSW
- Commencement of Stage 1 of the Northern Sydney Freight Corridor program being jointly funded by the NSW and Australian governments. The program will lift freight carrying capacity between Newcastle and Sydney by 50 percent and key infrastructure enhancements will alleviate specific constraints to improve reliability and reduce travel times for freight between Sydney and Brisbane.
- The Mid North Coast will receive a share of \$389 million for rural and regional bus services.
- The Northern Rivers and Mid North Coast regions will benefit from close to \$800,000 for the Community Transport Program on the Mid North Coast, as part of \$7.5 million in funding to local providers across the state
- An acceleration of the school zone flashing lights program, to ensure every school in NSW has a set of flashing lights by December 2015
- Commencement of construction on the Pacific Highway to duplicate the road to four lanes
- Progressing planning for a second bridge over the Clarence River at Grafton
- Relocation of bus interchange, bus stops, car parking and taxi rank, plus new cycle facilities for the interchange at Coffs Harbour
- Road resurfacing and new bus signage near Grafton High School
- New bus and taxi rank at for the transport interchange at Grafton, plus new signs
- Improvements to the footpath and road surfaces near the transport interchange at Port Macquarie
- New footpaths and waiting area for the transport interchange at Wauchope
- New footpaths at West Kempsey Racecourse
- Improvements to four waiting areas at St Paul's College, West Kempsey
- Investment of \$208 million over the next decade to install seatbelts on almost 1,700 dedicated school buses as part of a suite of initiatives to improve school bus safety in regional NSW.

2012-13 MID NORTH COAST ROAD NETWORK MAINTENANCE PROGRAM

In the 2012-13 financial year we spent \$55 million on upgrading and maintaining over 550 kilometre of major roads on the Mid North Coast, including works on pavement and the corridors. We also spent \$14.5 million on upgrading and maintaining over 290 bridges in the region.

We provided \$12.6 million to the local councils within the Mid North Coast region to assist with road restoration after natural disaster damage and \$14.5 million for maintenance and improvement of their road networks.

The works undertaken on major roads and

bridges included resurfacing of over 305,000m² of roads and rebuilding of 131,000m² of roads at a cost of \$3.6 million and \$20.7 million respectively.

Other major works undertaken in the Mid North Coast region included the replacement of a culvert over Burdett Park Creek on Waterfall Way at Fernmount, slip repairs and drainage upgrades on Oxley Highway west of Mount Seaview, upgrade of new ferry ramps at Lawrence ferry over the Clarence River and the repair of McFarlane Bridge over Clarence River South Arm on Lawrence Road at Maclean.



Country Passenger Transport Infrastructure Grant Scheme

LGA	Improvement	Year	Cost (\$)
Greater Taree	Krambach bus shelter	2011-12	17,600
	'J' Poles - bus stop signs	2011-12	2,850
Kempsey	York Lane, CBD taxi ank	2011-12	40,000
	Bus shelter, Gordon Young Drive, South West Rocks	2011-12	10,200
	Bus shelter, Crescent Head CBD	2011-12	10,200
Port Macquarie	Accessible bus shelters	2011-12	120,000
Kempsey	Bus shelter installation at Angus McNeill Crescent	2012-13	19,500
	Bus shelter installation at Seven Hills Road, Collombatti	2012-13	13,200
Port Macquarie-Hastings	Bus shelter upgrade at five locations; Install posts and signs at numerous locations within Hastings LGA.	2012-13	78,000

Transport Access Program

Focus Area	Location	Projects	Completion date	Status
Interchanges	Coffs Harbour	Interchange upgrade	Anticipated mid 2015	Planning
	Grafton	Interchange upgrade	Anticipated June 2014	Planning
	Grafton	Interchange upgrade	Anticipated June 2014	Planning
	Port Macquarie	Interchange upgrade	Anticipated December 2014	Planning
	Wauchope	Interchange upgrade	Anticipated March 2014	Planning
	West Kempsey	Interchange upgrade	Anticipated September 2014	Planning
	West Kempsey	Interchange upgrade	Anticipated September 2014	Planning
Station Upgrades	Coffs Harbour	Painting station platforms and awnings	Anticipated July 2012	Open to Public



Traffic Management and Road Safety Program

LGA	Projects	Financial year	Status	Cost (\$)
Active transport				
Clarence Valley	Cycleway Grafton to Junction Hill, Grafton	2012-13	Completed	195,000
	Design and construction of a 2.5 metre wide concrete off-road walking and cycling path along the southern side of Ryan Street, South Grafton (200 metres)	2013-14	Anticipated start April 2014	50,000
	Design and construction of a 2.5 metre wide concrete off-road walking and cycling path along the eastern side of Shores Drive from Yamba Road to The Mainbrace, Crystal Waters (720 metres)	2013-14	Anticipated start late 2013	150,000
Coffs Harbour	Cycleway Coffs Harbour Hospital - Englands Road	2010-11	Completed	100,000
Journey reliability				
Coffs Harbour	Intersection improvements at Pacific Highway and Hurley Drive	2011-13	Completed	1,065,587
	Realign the Cook Drive approach to the Pacific Highway at Coffs Harbour and add extra capacity for right turn movements on Pacific Highway in North Boambee, Coffs Harbour	2013-14	Commenced July 2013	7,200,000
Railway level crossings				
Coffs Harbour	Railway level crossing improvement program at Mackays Road in Coffs Harbour, install boom gates and lights	2011-12	Completed	1,123,365
Clarence Valley	Railway level crossing improvement program at Summerland Way in Koolkhan, install lights and boom gates	2013-14	Anticipated start March 2014	700,000
Port Macquarie - Hastings	Railway level crossing improvement program at Rossglen Road in Rossglen, install boom gates and lights	2013-14	Commenced August 2013	700,000



LGA	Projects	Financial year	Status	Cost (\$)
Road safety				
Greater Taree	Install median guardrail on the Pacific Highway 3km south of Princes Street in Cundletown	2012-13	Completed	134,965
	Safety works at Pacific Highway and south of Bullocky Way	2012-13	Completed	126,008
	Safety works at Pacific Highway north of Triton Road	2011-12	Completed	188,293
	Upgrade seal and install median barrier on the Pacific Highway and Triton Road, Possum Brush	2011-12	Completed	166,392
	Safety works at High Street and Manning Street in Taree	2011-12	Completed	134,863
	Install central safety barrier on Pacific Highway near Possum Brush Road and Tritton Road	2013-14	Commenced July 2013	550,000
	Install median wire rope Pacific Highway, Purfleet	2013-14	Commenced July 2013	900,000
	Install roundabout at The Lakes Way and Blackhead Road, Hallidays Point	2013-14	Commenced July 2013	820,000
Port Macquarie - Hastings	Intersection upgrade New England Highway and Kings Creek Road	2011-12	Completed	394,937
	Remove roadside hazards on Pacific Highway and Stills Road	2012-13	Completed	310,467
	Install wire rope barrier at various locations in median, and clear zone works on Pacific Highway between Stills Road to Oxley Highway, Port Macquarie	2013-14	Commenced August 2013	500,000
Nambucca	Safety works on Pacific Highway from Nambucca to Urunga	2012-13	Completed	1,032,443
Bellingen	Surface improvements at Pacific Highway and Ballards Road in Valla	2011-12	Completed	783,527
	Safety works relating to decommissioning fixed speed camera, Pacific Highway in Urunga	2012-13	Completed	250,141
	Nambucca to Urunga Safety Works on Pacific Highway	2012-13	Completed	336,677



LGA	Projects	Financial year	Status	Cost (\$)
Bellingen	Widen shoulder and install guardrail at Waterfall Way, Fernbrook	2013-14	Commenced July 2013	828,000
Kempsey	Safety works at Plummers Lane Curve including installing safety barriers at Pacific Highway between Port Macquarie and Coffs Harbour	2011-12	Completed	3,360,718
	Safety works at Grassy Head Road, Grassy Head	2012-13	Completed	160,000
	Safety works at Gowing Hills Road, South Kempsey	2012-13	Completed	182,000
	Road safety works relating to decommissioning of fixed speed cameras at Pacific Highway, Kundabung	2012-13	Completed	104,192
	Install shoulder road reflective pavement markers and safety barriers and advisory signs on Crescent Head Road from 500 metres east of Ranch Road Crescent Head (Federally funded)	2013-14	Commenced August 2013	497,150
	Upgrade seal to high level non skid surface and install shoulder and new advisory signs, from 300 metres south of Hat Head Road to 1.8 km north along South West Rocks Road, Kinchela (Australian Government funded)	2013-14	Commenced September 2013	384,000
	Clarence Valley	Safety works at Summerland Way in Moleville Rocks	2011-12	Completed
Safety works at Woolli Road and west of Pacific Highway		2011-12	Completed	376,500
Left turn deceleration lane at Pacific Highway and Centenary Drive		2012-13	Completed	416,145
Safety works at Pacific Highway and Gallaghers Lane, Shark Creek		2013-14	Anticipated start June 2014	350,000



LGA	Projects	Financial year	Status	Cost (\$)
Clarence Valley	Widen and seal shoulders, improve the vertical alignment, provide appropriate superelevation, install guideposts with reflectors, curve markers and line marking along various sections of Armidale Road, Billy's Creek	2013-14	Anticipated start late 2013	974,000
Coffs Harbour	Install roundabout at Pacific Highway and Englands Road	2011-12	Completed	108,864
	Install guard fencing at Coramba	2011-12	Completed	367,531
	Install safety barriers at Bucca Road	2010-11	Completed	457,820
	Install guard rail, guide posts and shoulders at Orara Way and between Mount Browne Road and Mastons Road in Karang	2011-12	Completed	114,989
	Road safety works at Bucca Road, Coffs Harbour	2011-12	Completed	516,729
	Install bridge safety screening at Pacific Highway and Lyons Road	2012-13	Completed	230,483
	Install bridge safety screening at Road Bridge	2012-13	Completed	183,142
	Improve road realignment on Bruxner Park Road 400 metres West of Pacific Highway	2011-12	Completed	144,508
	Safety works at Pacific Highway and Old Coast Road, Korora	2012-13	Completed	388,095
	Safety works including curve realignment, Blackadder Creek Curve	2013-14	Commenced August 2013	500,000

Better Boating Program

LGA	Improvement	Year	Cost (\$)
Clarence Valley	Brushgrove-Cowper pontoon (Clarence River)	2011-12	\$125,000
	Station Creek jetty upgrade, Yuraygir National Park, Halfway Creek	2012-13	\$4,815
Coffs Harbour	Arararra boat ramp & carpark upgrade stage 2 (construction)	2012-13	\$90,000
	Coffs Harbour boat ramp improvement (Breakwater and basin extension)	2012-13	\$40,000
Kempsey	Matty's Flat public jetty infrastructure project, South West Rocks (additional funding)	2011-12	\$51,000
Nambucca	Scotts Head boat ramp reconstruction, Scotts Head	2011-12	\$44,045
Port Macquarie - Hastings	Dunbogan Reserve boat ramp upgrade - Camden Haven Inlet	2012-13	\$46,250
	North Haven boat ramp upgrade and new pontoon, North Haven	2011-12	\$44,500
	Westport Park boat ramp upgrade and new pontoon, Port Macquarie	2011-12	\$36,800
Greater Taree	Endeavour Place boat ramp upgrade, Taree - Manning River	2012-13	\$13,560
	Harrington boat ramp extension, Manning River	2012-13	\$13,510



CHALLENGES IDENTIFIED IN THE NSW LONG TERM TRANSPORT MASTER PLAN

The *NSW Long Term Transport Master Plan* identified the main transport challenges facing regional NSW as:

- Delivering better transport links to and within regional cities
- Improving accessibility through a better mix of transport options across regional NSW
- Providing convenient, reliable and safe travel in regional areas by modernising and making best use of our transport networks – especially our bus, rail and taxi services
- Making sure our State roads in the regions support the needs of customers, communities and regional industries
- Finding workable transport solutions that will preserve the vitality, amenity and character of country towns
- Making walking and cycling easier and safer, and giving customers choice when travelling within their towns
- Facilitating access to vital services for an ageing regional NSW population and people with disabilities
- Identifying and preserving key transport corridors.

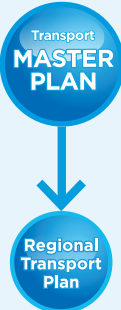
SPECIFIC ACTIONS FOR THE MID NORTH COAST REGION IN THE NSW LONG TERM TRANSPORT MASTER PLAN

Short term

- We will complete the duplication of the Pacific Highway (A1) running through the region. We will also complete upgrades to sections of the Oxley Highway (B56) between Port Macquarie and Wauchope.
- We have completed planning for the Coffs Harbour bypass and will continue progressing land acquisition for the project.
- We will investigate opportunities to improve accessibility through stronger bus operations in the region's major centres and improve connections between regional centres in line with our vision of connected regional communities. The development of the regional rail plan and the renewal of bus operator contracts provide opportunities to create a service structure that better meets the needs of communities between Taree and Grafton. We envisage a system that operates services linking larger centres along the Pacific Highway (M1), supported by local services within each centre and connections to smaller areas. An integrated system will require suitable interchange locations, which will need to be identified and developed.

Medium to longer term

- We will continue to invest in the Mid North Coast road network to address localised congestion as demand increases in the future. This will also improve bus travel times.
- We will work with community groups, regional transport coordinators, local councils and local bus operators to enhance the public transport system to meet the needs of the region's residents and businesses.
- We will provide an additional crossing of the Clarence River at Grafton to support Grafton as a Major Regional Centre and relieve congestion on the existing bridge.
- The Bridges for the Bush program (part two) will upgrade the timber bridge over Sportsman Creek Bridge at Lawrence.
- Planning for a Coffs Harbour bypass has been completed and a route identified. We will deliver the Coffs Harbour bypass in the longer term.



PUTTING THE CUSTOMER FIRST

The NSW Government is committed to putting the customer first by delivering a transport system that:

- Provides more reliable services
- Gets people in NSW's regions where they need to go
- Delivers a safe, clean and comfortable public transport environment
- Provides a safer road transport system
- Provides integrated timetables and more frequent and reliable public transport services to match customer needs
- Reduces travel times for all travellers
- Enables businesses and services to operate efficiently and prosper in regional areas.

This plan will ensure that the transport system in the Mid North Coast region is effective in meeting the needs of the community by responding to the goals expressed by them, tackling transport challenges and addressing the expected changes over the next 20 years.

The plan will pursue this vision by developing actions around the three key themes of:

- 1 Providing better transport services
- 2 Ensuring effective regulation
- 3 Improving transport infrastructure

The *Mid North Coast Regional Transport Plan* will improve the customer experience for travel to and from other regions, within the region, within towns and centres, and for visitors to the region.

Demand management and infrastructure solutions focused on the region's road network will enable customers to reach their destination more reliably and more safely. For public transport users, passengers will see service improvements and better connections to key destinations.

This plan includes actions and projects that will deliver better transport services; ensure effective regulation; and improve transport infrastructure over the short (0-5 years), medium (5-10 years) and long (10-20 years) term.

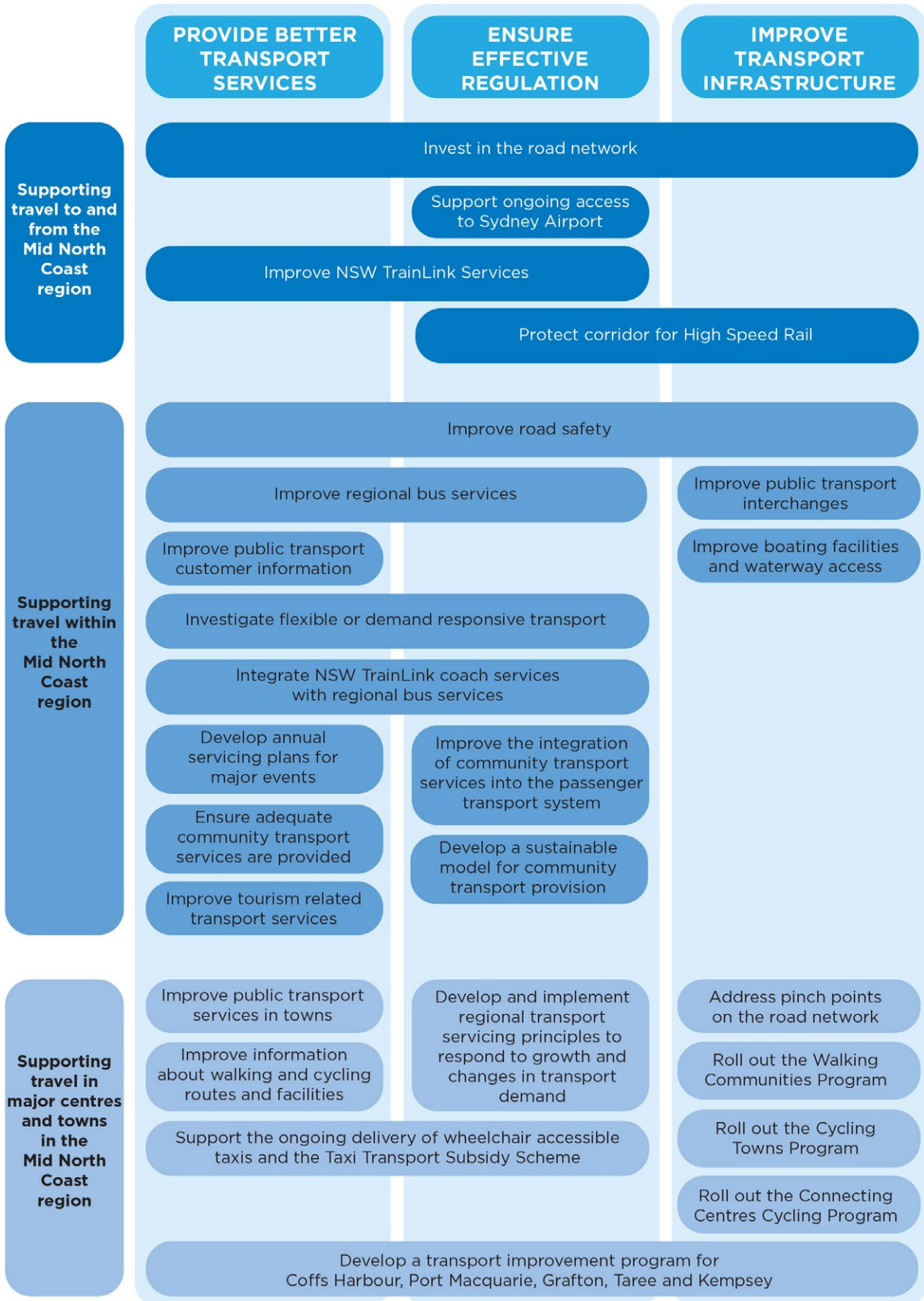
WHAT YOU TOLD US

You told us that there is a common set of goals for transport in regional NSW. While the priority of these goals will vary for each specific region, these goals are:

- Improving accessibility to transport for everyone
- Appreciating the importance of intra and inter regional connectivity
- Recognising the importance of air travel
- Making sure that the transport solutions for the regions support growth and development, whilst protecting the viability and amenity of centres and towns
- Recognising the growing freight task and its impact
- Addressing cross-border connectivity issues.



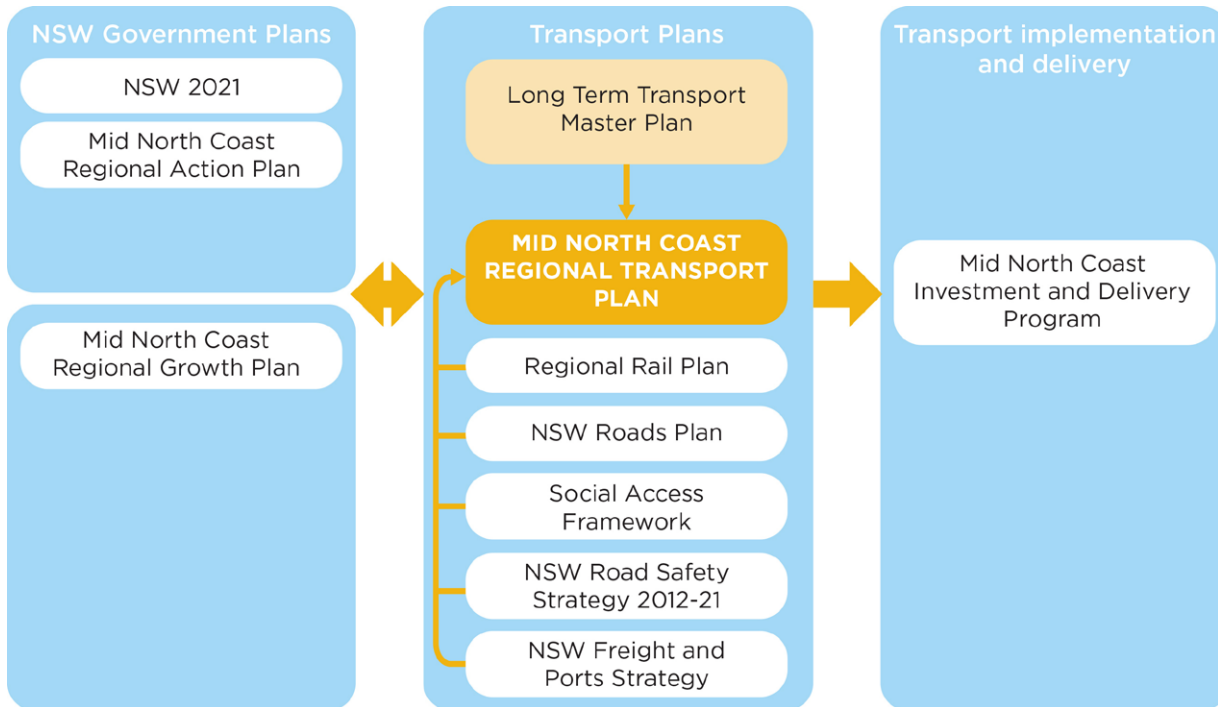
Figure 3 Themes and actions summary



The *NSW Long Term Transport Master Plan* sets the strategic direction for transport in the state. The *Mid North Coast Regional Transport Plan* provides more detail for the region.

The Regional Transport Plans link to other plans including *NSW 2021*, the *Mid North Coast Regional Action Plan* and the *Mid North Coast Regional Growth Plan* (Figure 4).

Figure 4 Inter-relationships of plans



TRAVEL TO AND FROM THE MID NORTH COAST REGION

The Mid North Coast region is bordered by the regions of the Northern Rivers, New England and the Hunter and has connections to the cities of Newcastle, Sydney and Brisbane.

There is a strong connection between the north of the Mid North Coast region, centred on Grafton, and the Northern Rivers region. Residents in the north of the region may choose to access higher order and specialist services in Brisbane, as well as from Newcastle and Sydney.

The southern area of the Mid North Coast has strong ties with Newcastle as a major city for services and facilities.

The New England North West region is connected to the Mid North Coast by road links that travel over the eastern escarpment and provide access to key centres, connecting Armidale with Coffs Harbour, Tamworth with Port Macquarie and Inverell and Glen Innes with Grafton.

Transport challenges for travel to and from the Mid North Coast are:

- Providing road capacity and infrastructure to support road safety, enable economic growth and opportunity, and freight efficiency
- Maintaining convenient access to Sydney by air
- Integrating train and coach services for travel to and from the region with regional travel needs.

The actions to support travel to and from the Mid North Coast are:

- Invest in the road network
- Improve NSW TrainLink services
- Support ongoing access to Sydney Airport
- Protect corridor for high speed rail.

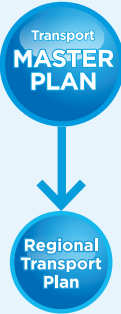


Figure 5 Major corridors to and from the Mid North Coast region



- Travel to and from the region
- Rail with passenger services
- Roads
- Town or city
- Airport with commercial passenger services

Transport
MASTER PLAN

↓

Regional
Transport Plan

Action: Invest in the road network

We will continue our program of upgrades to the Mid North Coast road network, focusing on improving safety, increasing accessibility and enhancing freight efficiency.

We are committed to identifying and completing priority upgrades that help to meet the growing freight tasks involving inter-state and inter-regional movements.

The Pacific Highway is the major north-south road corridor connecting the Mid North Coast with the Northern Rivers, South East Queensland, the Hunter and Sydney.

There is a shared commitment from the Australian Government and NSW Government to complete the Pacific Highway upgrade to dual carriageway standard. Priority Pacific Highway targets for the Mid North Coast are:

- Completion of the Herons Creek to Stills Road upgrade in 2013
- Completion of the Sapphire to Woolgoolga upgrade in 2014.

The second stage of priority projects for the Pacific Highway in the Mid North Coast include:

- Oxley Highway to Kempsey by-pass construction
- Frederickton to Eungai construction
- Warrell Creek to Urunga construction
- Woolgoolga to Ballina upgrade
- Planning for the Coffs Harbour by-pass.

The major road connections between the Mid North Coast and New England North West regions are via the Gwydir Highway (Grafton–Glen Innes), Oxley Highway (Port Macquarie–Tamworth) and Waterfall Way (Armidale–Coffs Harbour).

We will continue our work on other road initiatives to support travel to and from the Mid North Coast including:

- Construction of an overtaking lane on the Oxley Highway, west of the Pacific Highway near the Stoney Creek Booster station (commenced in March 2013)
- Upgrade of Waterfall Way between the Pacific Highway and Connells Creek to improve flood immunity, road safety and road surface conditions
- Refining the concept design of the preferred option for the second crossing of the Clarence River at Grafton, then preparing and displaying the environmental assessment for community comment.

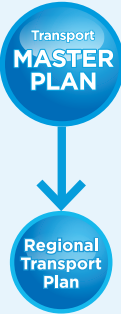
The Bridges for the Bush Program is a NSW Government commitment of \$145 million to upgrade or replace regional bridges to improve the resilience and freight capacity of the regional road network and to provide ongoing safe service levels.

As part of the Bridges for the Bush Program, Sportsman's Creek Bridge has been identified for replacement. In 2013, we will look at feasible options for a possible new location and will be asking the community for their involvement to ensure community issues are addressed as part of the planning process.

Action: Improve NSW TrainLink services

We will develop a future NSW TrainLink servicing plan for the Mid North Coast and incorporate this into a long term plan for regional rail. The plan will be aligned with coach services operating in the region.

The NSW TrainLink passenger rail network in the Mid North Coast connects Grafton, Coffs Harbour, Sawtell, Urunga, Nambucca Heads, Macksville, Kempsey, Wauchope, Kendall, Taree and Wingham with Newcastle (Broadmeadow), the Central Coast and Sydney three times a day, and with Brisbane once a day. In Sydney, some services also connect



with NSW TrainLink services to the Central West (Bathurst, Orange and Dubbo), and to Melbourne via Wagga Wagga.

The future NSW TrainLink service plan for the Mid North Coast will develop transport initiatives to improve the attractiveness of public transport for travel to and from the region.

We will examine opportunities to realign rail and coach timetables to:

- Improve connections and service frequency
- Improve the range of travel opportunities
- Provide comprehensive printed and electronic timetable and travel information for regional rail and coach travel
- Improve the integration between local and regional bus services and TrainLink train services at all Mid North Coast stations; for example, ensuring the Port Macquarie to Wauchope connection serves all trains to Sydney, Grafton, Casino and Brisbane.

We will invest in improvements to the NSW TrainLink fleet to improve service levels and customer experience. Actions will include:

- Reviewing fleet maintenance and stabling locations, to improve overall reliability and availability of the fleet
- Ensuring the current NSW TrainLink fleet receives maintenance to ensure reliability
- Fleet replacement to help boost flexibility in the design of services and offer greater passenger comfort. This will be managed in line with a *NSW TrainLink Fleet and Maintenance Strategy* that will program future rolling-stock investment.

Action: Support ongoing access to Sydney Airport

Air travel allows for quick and direct capital city connections to be maintained from the Mid North Coast region. Regional airports are located in Coffs Harbour, Grafton, Port Macquarie and Taree.

Regional flight slots at Sydney Airport determine the convenience of air travel for regional communities accessing Sydney by air.

We will support maintenance of the 20 percent of flight slots allocated to regional NSW services and will seek a greater allocation in the peak periods.

Action: Protect corridor for high speed rail

We will continue to work with the NSW Department of Planning and Infrastructure and the Australian Department of Infrastructure and Regional Development, to identify and protect a future high speed rail corridor between Brisbane, the Mid North Coast and Sydney.

The second phase of the High Speed Rail Study (April 2013) identified potential stations in the Mid North Coast at Grafton, Coffs Harbour, Port Macquarie and Taree. High speed rail may eventually connect the region's main centres directly to Brisbane, Sydney, Canberra and Melbourne.

Opportunities to be considered include convenient connections to regional and local public transport services.



TRAVEL WITHIN THE MID NORTH COAST REGION

Grafton, Coffs Harbour, Port Macquarie and Taree are the main centres for employment, education and health services in the Mid North Coast.

These towns are linked by the Pacific Highway and some public transport connections. Limited access to reliable, frequent and efficient public transport services increases people's dependence on car travel. People without access to private cars experience transport disadvantage.

Improving transport outcomes for travel within the Mid North Coast relies on effective integration and management of the system. An improved transport system will also support the tourism industry, as the region attracts many visitors each year.

Buses, taxis, community transport, active transport, trains and roads play a part in the transport system. Each component has strengths that help meet the transport needs of the region.

Transport challenges for travel within the Mid North Coast are:

- Providing safer roads
- Improving connections between smaller towns and regional centres
- Facilitating more innovative and on-demand public transport, including community transport
- The lack of a single comprehensive source of public transport information
- High transport fares in comparison to those in metropolitan areas
- Seasonal tourism demands generates peak transport within Mid North Coast cities and towns.

The actions to support travel within the Mid North Coast region include measures to:

- Improve road safety
- Improve boating facilities and waterway access
- Improve regional bus services
- Integrate NSW TrainLink coach services with regional bus services
- Improve public transport customer information
- Improve public transport interchanges
- Investigate flexible or demand responsive transport
- Ensure adequate community transport services are provided
- Improve the integration of community transport services into the passenger transport system
- Develop a sustainable model for community transport service provision
- Develop an annual servicing plan for major events
- Improve tourism related transport services.



Figure 6 Major corridors within the Mid North Coast region



- Travel within the region
- Rail with passenger services
- Roads
- Town or city
- Airport with commercial passenger services

Transport
MASTER PLAN

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Regional
Transport Plan

Action: Improve road safety

We will continue to progress the actions of the *NSW Road Safety Strategy 2012-21* to achieve the *NSW 2021* target of reducing fatalities to 4.3 per 100,000 population by 2016.

In the Mid North Coast region, our priority actions are:

- Provide safer roads by implementing treatments that target head-on and run-off road crashes
- Continue a targeted safety infrastructure works program, including clear zones, safety barriers and highway route reviews
- Continue to duplicate the Pacific Highway
- Safer road infrastructure on state and local roads leading to Aboriginal communities
- Improve pedestrian crossing safety, including reviewing signal phasing for pedestrians, lower speed limits, traffic calming measures, and maintenance and upgrade of pedestrian facilities
- Work with NSW Police to strengthen random breath and drug testing programs
- Support enforcement activities to deter speeding through high visibility police enforcement and automated speed camera activities
- Target crash risk assessment on higher volume roads, using the route safety review process across the key freight routes
- Improve heavy vehicle compliance through targeted enforcement to address speeding, fatigue, drug impairment and distraction
- Provision of rest areas to meet heavy vehicle needs on major routes
- Supplement heavy vehicle driver fatigue programs with a strategy to address light vehicle driver fatigue.

In addition to specific black-spot treatments, the *NSW Road Safety Strategy 2012-21* will address more systemic challenges. This strategy recognises that road geometry is only part of the challenge and it aims to achieve safer vehicles, safer speeds and safer people, in addition to safer roads.

Other programs, including targeted safety works, rural highway upgrades, major arterial road upgrades in growing areas, and bypasses of town centres, will contribute to major improvements in road safety.

Action: Improve boating facilities and waterway access

We will develop a new Boating Infrastructure Partnership Program to build on the Roads and Maritime Services' successful Better Boating Program. The new funding program will provide grants to local councils and will be informed by a comprehensive audit of waterways to identify priority boating safety, access and infrastructure projects.

Action: Improve regional bus services

We will work in partnership with local bus operators to introduce a more robust contractual framework for local and regional buses.

We will work with the bus operators to develop routes and timetables which improve services for customers. We will develop a service framework that matches routes, coverage, hours of operation and vehicles with specific local needs.

Bus services are a significant part of the public passenger transport network within the Mid North Coast. These regional bus services provide connections to the region's major centres from towns and villages (such as Bellingen to Coffs Harbour, Wauchope to Port Macquarie) and between the major centres (Port Macquarie to Kempsey, Coffs Harbour to Grafton).



There are currently no minimum service requirements for inter-town and village to town services. Inter-town services will often serve both functions.

Our new framework for inter-town buses will target improvements designed to:

- Improve the frequency and hours of operation for inter-regional routes
- Define base service requirements for village to town services, including at least morning, afternoon and early evening return trip opportunities
- Consolidate routes to increase the range of destinations provided without the need to transfer between services
- Create a connected network of intra-regional services, supported by local services within each centre and by connections to smaller villages.

Bus services for school children in the Mid North Coast will continue to be provided as these services are an essential public transport service in the region.

Action: Integrate NSW TrainLink coach services with regional bus services

We will review timetables and service levels for train and coach services as part of the long term plan for regional rail. This will identify opportunities to incorporate improved intra-regional connectivity in addition to long distance train connections.

Coach services primarily provide for travel to destinations outside the region, but they also make connections to major centres in the region. The long term plan for regional rail will advance planning for the integration of these services.

We will aim to use coach services as part of the regional bus system as well as serving travel to destinations outside the region.

We will investigate the potential for NSW TrainLink coach services to pick up and set down at multiple key destinations in the major towns and cities. These might include the airport and the main shopping centre as well as the traditional stop at the railway station.

On the Mid North Coast, we will also work to introduce additional services to meet trains at Wauchope.

Action: Improve public transport customer information

We will improve web-based public transport customer information for the Mid North Coast.

Transport for NSW's Country Transport website provides bus timetable information to and from one town at a time, but there is no single information point for bus trips that require an interchange. There is also no single map that describes services across the Mid North Coast.

We will develop an integrated and comprehensive single source of transport timetables, maps, fares and customer information to help people understand what options are available for travel in and around the Mid North Coast.



Action: Improve public transport interchanges

Interchanges are important as part of the public transport network.

We will ensure that major transport interchange points across NSW are assessed and benchmarked against interchange standards. We will develop a program of interchange improvement works to ensure that our interchanges meet customer needs.

Interchange upgrades are currently being planned for Coffs Harbour, Grafton, Port Macquarie, Wauchope and West Kempsey.

We will make interchanging between public transport services easier by taking a customer centred view.

We will work to integrate public transport services by:

- Ensuring major interchanges are clean, well lit, with comfortable seating and shelter for passengers
- Ensuring that services are available at interchanges
- Coordinating timetables to make interchange seamless between all modes, including buses and trains
- Improving wayfinding, signage and the physical cues people use to find their way around interchanges
- Improving customer information including service information, ticketing and timetables.

We will also continue to roll out Country Passenger Transport Infrastructure Grants.

Country Passenger Transport Infrastructure Grants

Transport for NSW administers annual rounds of the Country Passenger Transport Infrastructure Grants Scheme (CPTIGS), which provides support funding to projects that improve the amenity of passenger transport infrastructure for rural, regional and remote communities of NSW.

Local government, incorporated community groups, transport operators and other interested organisations with a current Australian Business Number can apply. To be successful the proponents must demonstrate the proposal:

- Would benefit non-private vehicle, rural and regional transport passengers
- Is financially and economically sound and has sufficient community support.
- Can be part-funded or materially contributed to by other parties
- Is likely to obtain relevant approvals, especially local government
- There is adequate capacity to design, deliver and maintain the infrastructure
- The proposal overall is credible and comprehensive.



Action: Investigate flexible or demand responsive transport

We will investigate the applicability of flexible or demand responsive transport solutions for the Mid North Coast region and work to identify and implement these services in appropriate locations.

Flexible transport services are likely to be most useful in the smaller towns and villages in the Mid North Coast region. However, they can also meet particular needs in major towns and cities.

We will investigate a range of delivery models for flexible transport to determine what works best for different areas of the Mid North Coast. These delivery models may include:

- Fully demand responsive services, providing a door to door service for pre-booked trips
- Partially demand responsive services, providing a door to door service, with pre-bookings as well as 'turn up and go' at designated times and places
- Standard route services with the capacity to divert within designated areas on request
- Services operating on a fixed route from, for example, a town centre to a designated point, after which they provide a flexible 'roaming' service across a designated zone
- Services operating at set times to and from a designated point, but to a variable, non-fixed route which is dependent on pre-bookings and determined by the driver.

We will work with local bus operators, taxi operators and community transport providers to make the best use of available transport resources, and to provide the most appropriate mode and delivery model for different needs and for different times of the day or week.

We will also support local initiatives that provide flexible transport opportunities, such as carpool schemes.

Action: Ensure adequate community transport services are provided

We will continue to work with community transport providers to ensure that future demand for community transport can be met.

The growing and ageing population of the Mid North Coast is likely to increase future demand for community transport services. By 2031, the median age in the region is expected to be 55, with the number of those aged 65 and over doubling.

We need to provide adequate services to support the mobility of people who are experiencing transport disadvantage, providing them with access to services and facilities across the region.

Action: Improve the integration of community transport services into the passenger transport system

We will work to better integrate community transport services into the overall transport system to more efficiently meet a broader range of needs.

The NSW Government funds several community transport programs including:

- Community Transport Program
- Regional Transport Coordination Program
- Country Passenger Transport Infrastructure Grants Scheme
- Home and Community Care Program (jointly funded NSW and Australian government initiative)

Public transport in the region should be understood in the broadest sense to include local taxi services and community transport, to ensure that an alternative to private car use is identified and provided to all residents, including people who experience transport disadvantage and have limited access to services in more isolated areas.



More efficient operation of these services may allow a high level of service and greater flexibility. Examples of these services range from a local community mini-bus that takes older people who are frail or people with disabilities to social activities, through to small charter aircraft provided to fly specialist doctors to a town on a regular basis.

We will work with community transport providers, taxi operators and with bus operators to help deliver a fully integrated transport system for the Mid North Coast. This integration effort will focus on how we can deliver the most appropriate type of service.

Action: Develop a sustainable model for community transport service provision

Along with integrating community transport into the overall transport service offering, we will work with local organisations, councils and the Australian Government to ensure the long term viability of the community transport sector. We will investigate options that allow the transport task to be carried out by the providers who are best placed to do so, regardless of mode.

With a growing and ageing population, and in response to individually based service delivery that will flow from reforms such as DisabilityCare Australia, we will work with our customers and providers to ensure an appropriate level of service is provided in an operationally sustainable manner.

Action: Develop an annual servicing plan for major events

We will work with local councils and festival organisers to develop service plans to encourage public transport use to connect to festivals and seasonal tourist events in the Mid North Coast.

The Mid North Coast is a vibrant community that is host to many annual festivals and events and is a significant tourist destination.

Festival and event service plans will be developed in conjunction with local councils, festival organisers and transport providers (including airports).

Service plans will outline the services required for festivals and events, and will outline the responsibilities of all parties.

Action: Improve tourism-related transport services

The influx of visitors during holiday periods puts temporary pressure on transport systems and services. There is an opportunity to develop a holistic approach to providing transport services for holiday periods through initiatives such as:

- Branding of public transport services
- Raising awareness of travel options through brochures and websites
- Seasonal transport options such as holiday bus services and/or park and ride services.

Cross-regional connections will also be considered and provided, if demand requires.

We will work with local councils to investigate opportunities to use seasonal parking fees to subsidise better local tourist public transport services drawing on the experience of other tourist areas around Australia.



TRAVEL IN MAJOR CENTRES AND TOWNS

The major towns in the Mid North Coast, and the key destinations within them, are illustrated in Figure 7. These towns act as regional

focal points, providing access to jobs, shops, education, community services, health services and tourist facilities.

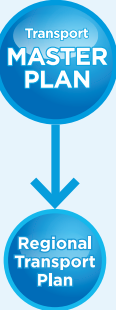
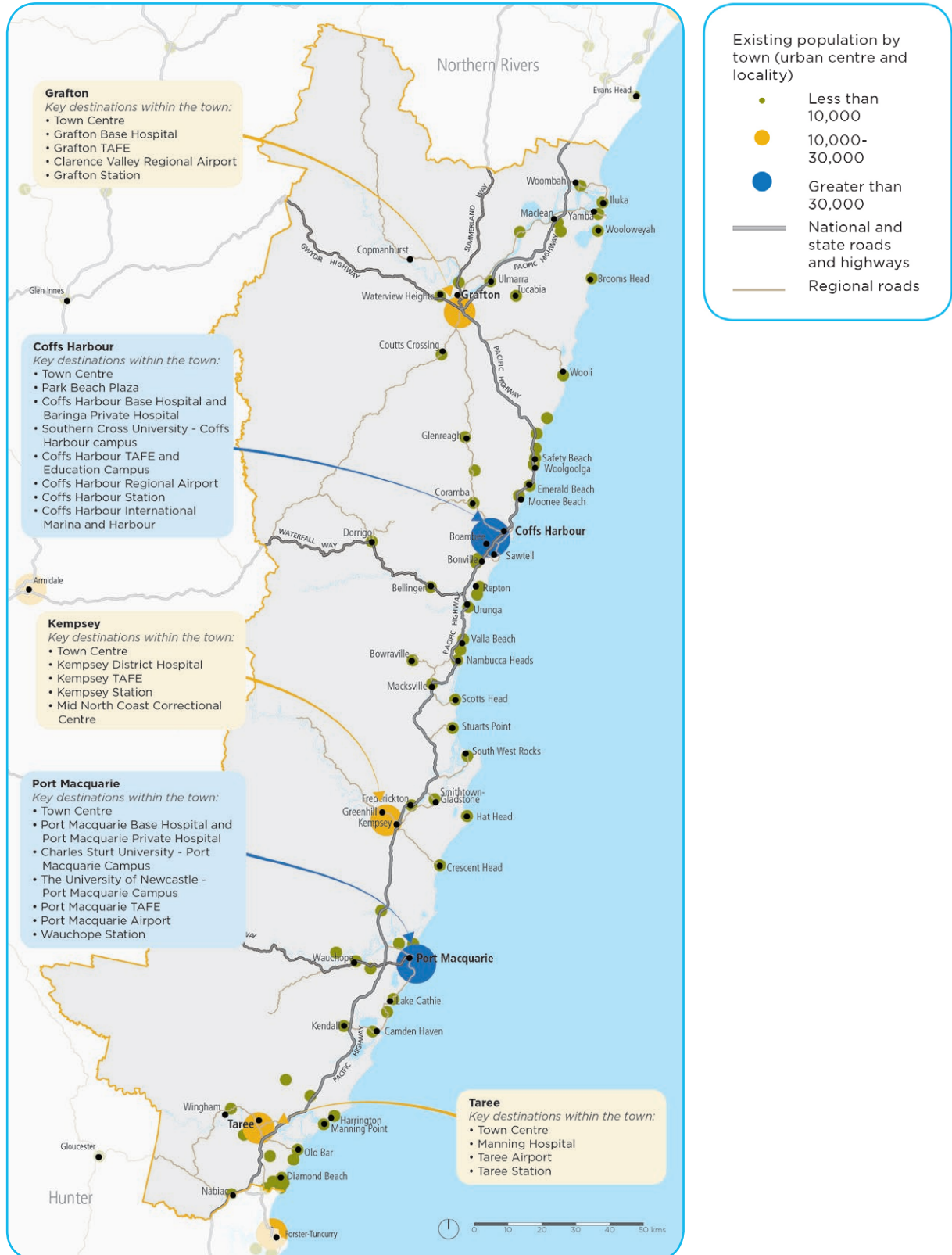


Figure 7 Major towns and cities in the Mid North Coast region



Transport challenges within the major centres and towns of the Mid North Coast are:

- Pinch points in and around major towns are increasing
- Levels of public transport provision vary between major towns
- The growth and increasing geographic footprint of some towns in the region requires the expansion of existing transport networks.

The actions to support travel within the major centres and towns of the Mid North Coast are:

- Address pinch points on the road network
- Improve public transport services in towns

- Develop and implement regional transport servicing principles to respond to growth and changes in transport demand
- Support the ongoing delivery of wheelchair accessible vehicles and the Taxi Transport Subsidy Scheme
- Roll out the Walking Communities Program
- Connecting Centres Cycling Program
- Roll out the Cycling Towns Program
- Improve information about walking and cycling routes and facilities.



Action: Address pinch points on the road network

We will work with local councils and Roads and Maritime Services to develop solutions for addressing localised congestion points on the road network. We will align local environmental planning with transport goals.

Increasing traffic volumes around regional towns associated with growth are creating localised pinch points which impact on the movement of people around the region and reduce the efficiency of freight movements.

Localised congestion is affecting the road network in areas including:

- Pacific Highway running through Coffs Harbour and South Grafton
- Pacific Highway bridge crossing of the Nambucca River at Macksville
- Single carriageway sections of the Pacific Highway through Nambucca Heads and Urunga
- Grafton Bridge.

Addressing the congestion impacts of growth requires an integrated transport planning response that includes improvements to bus services and walking and cycling networks.

Pinch points create additional congestion during peak tourist season when traffic volumes increase significantly. It is not efficient to build additional road capacity for a limited period of the year. This issue is best addressed by specific management plans during tourist peaks.

Action: Improve public transport services in towns

Over the next few years, we will renew bus service contracts across regional NSW. As we do this we will work with operators to improve the services we provide to our customers.

We will work with local transport operators and councils to develop transport service improvement programs for the major towns of the Mid North Coast. Service improvement programs will focus on serving the unique characteristics of each of the towns.

Town bus routes operate in Coffs Harbour, Port Macquarie, Taree, Grafton and Kempsey. In each of these towns there are opportunities to improve the accessibility of bus services, improve service frequencies and improve the attractiveness of public transport.

Table 2 summarises the broad service levels of bus routes currently provided in the Mid North Coast.

Table 2 Current bus service levels for towns in the Mid North Coast

Centre or Town	Weekday				Saturday				Sunday			
	No. of routes	Trips	Trips per route	Span	No. of routes	Trips	Trips per route	Span	No. of routes	Trips	Trips per route	Span
Coffs Harbour	5	125	25	7-20	4	98	25	8-20	4	33	8	8-18
Port Macquarie	7	159	23	7-22	5	119	20	8-22	6	59	10	8-19
Grafton	5	69	14	7-20	4	28	7	7-17	2	12	6	8-16
Taree	3	9	3	9-16	2	4	2	9-12	0	0	0	0
Kempsey	5	14	3	9-16	0	0	0	0	0	0	0	0

Source: www.countrytransport.131500.com.au, and bus operator timetables



Action: Develop and implement regional transport servicing principles to respond to growth and changes in transport demand

Regional transport servicing principles will provide a strategic framework to underpin the services provided to regional centres and towns. These principles will inform ongoing improvements to services and service plans that will be regularly updated to meet the changing travel needs of each town. In turn, the strategic framework will inform the development of any future integrated transport service planning guidelines.

We will work with local transport providers to develop and apply the regional transport servicing principles to put the customer first and continue to work to broaden the range of services to meet local travel needs, with similar service standards applied to towns of broadly similar size and urban form.

Based on the regional transport planning principles, we will update the current service guidelines for town services to set a clearly defined target for service coverage (that 85 percent of households within the town are within 400 metres of a bus route), without prescribing the span of hours or route frequencies, weekend or late night servicing requirements. We will also examine opportunities to simplify the service guidelines by categorising town routes in accordance with their function and the market they serve, rather than by distance from the town centre.

The principles will simplify the current arrangements where separate guidelines apply where the terminus of a route is less than two kilometres from the town centre, compared to those where the terminus is more than two kilometres from the centre.

Through the process of contracting bus services, we will identify short-term priorities for each major centre or town including changes to services. Beyond the five year horizon, the transport services planning principles will identify medium to longer-

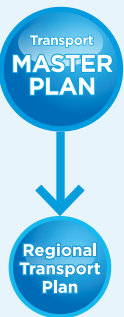
term service needs, ongoing integration of services with land use and any supporting infrastructure.

Action: Support the ongoing delivery of wheelchair accessible vehicles and the Taxi Transport Subsidy Scheme

The 24 hour nature of the taxi network and its ability to provide an immediate response to individual needs provides opportunities not afforded by bus.

To ensure that this service is available across the community, we will continue to support the provision of wheelchair accessible vehicles in the taxi fleets in towns in the Mid North Coast region.

We will maintain the Taxi Transport Subsidy Scheme and support the better availability of services on weekends and outside core business hours.



Walking and Cycling

Many regional towns in NSW are ideal for walking and cycling for transport. Almost 90 percent of people in regional NSW live within easy walking or cycling distance of a local centre, with access to shops, schools, and workplaces.

Wider streets, lower traffic volumes and safe routes in regional centres will make walking and cycling safer and more convenient transport options.

We will work to ensure that any transport project or land use development includes appropriate provision for walking and cycling from the design stage.

We will also assist councils to integrate walking and cycling into their ten-year Community Strategic Plans to ensure there is more provision for walking and cycling and promote this approach with Regional Organisations of Councils.

Action: Roll out the Walking Communities Program

The Walking Communities Program will deliver state infrastructure investments and contribute to local government initiatives to help boost rates of walking.

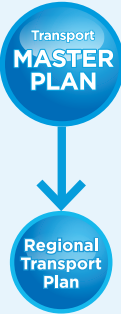
We will provide dedicated funding to help local councils improve walking infrastructure within two kilometre catchments of centres and transport interchanges.

Action: Connecting Centres Cycling Program

We will work with councils and other stakeholders to identify bicycle network gaps and pinch points in the five kilometre catchments that surround regional towns.

The Connecting Centres Program will help councils to complete local cycle networks to regional centres in partnership with local councils. We will also work with councils and bicycle user groups to get more people riding on this network and provide better information to customers

Figure 8 Mid North Coast walking and cycling catchments



Action: Roll out the Cycling Towns Program

The Cycling Towns Program will focus bicycle infrastructure provision and encouragement in a small number of regional centres with the aim to rapidly increase rates of cycling in these areas.

Two regional centres will be selected for initial investment in the Cycling Towns Program by the NSW Government, to be delivered in partnership with local councils. Candidate towns must demonstrate that a range of destinations is within easy cycling distance from their residential centres. They will require political support, and a commitment to maintain new infrastructure and complementary promotion measures.

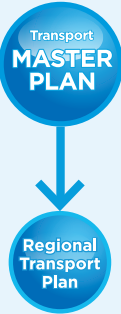
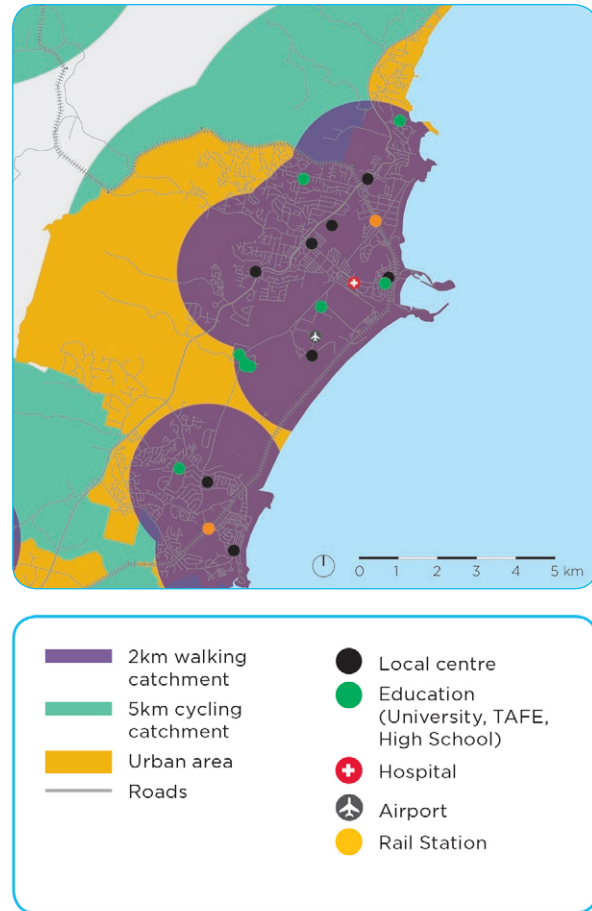
Cycling Towns Programs may include bicycle network construction and bicycle parking facilities, complemented by local government funded encouragement programs, and support for tourist routes and information for visitors.

Action: Improve information about walking and cycling routes and facilities

We will get people walking and cycling more by promoting the benefits of active transport, improving customer information, and developing guidelines and resources for local government. This will include improved online resources, such as trip planning, as well as other programs to promote walking and cycling for transport.

We will also continue to sponsor events and community programs, such as NSW Bike Week, which promote active transport.

Figure 9 Coffs Harbour walking and cycling catchments



Coffs Harbour

Coffs Harbour is a Major Regional Centre for the Mid North Coast. It is a regional focal point providing high levels of services, employment and housing.

It supports and services key industries that include health services, hospitality, tourism, retail and education.

The *Mid North Coast Regional Strategy*, prepared by the Department of Planning and Infrastructure, forecasts approximately 19,000 additional dwellings in the Coffs Coast sub-region by 2031, of which the majority will be in Coffs Harbour.

The strategy identifies an opportunity for medium and high rise development opportunities around the town centre, Park Beach and the jetty area.

Action: Improve public transport services

The transport service improvement program for Coffs Harbour will support the growth of Coffs Harbour and its role as a Major Regional Centre by identifying:

- Opportunities for improved service frequencies to key destinations
- Opportunities to extend hours of operation to include earlier and later services throughout the week
- Opportunities for providing connectivity to other services such as air services to Brisbane and Sydney and the train services to Sydney, Grafton, Casino and Brisbane
- Opportunities to improve connections between town services and service to, from and within the Mid North Coast
- Opportunities to improve the infrastructure that supports public transport services, such as bus stops and shelters, terminal facilities and customer information
- Opportunities to develop services into growth areas, such as Coffs Harbour West.

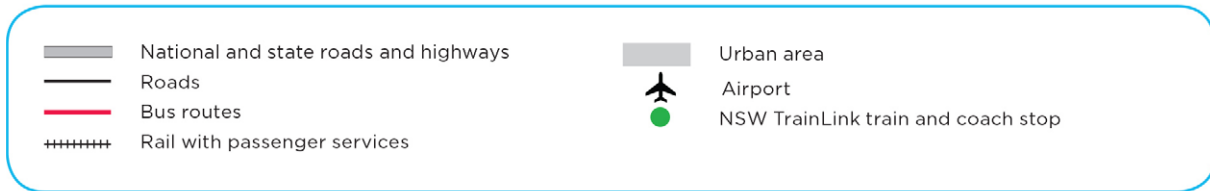
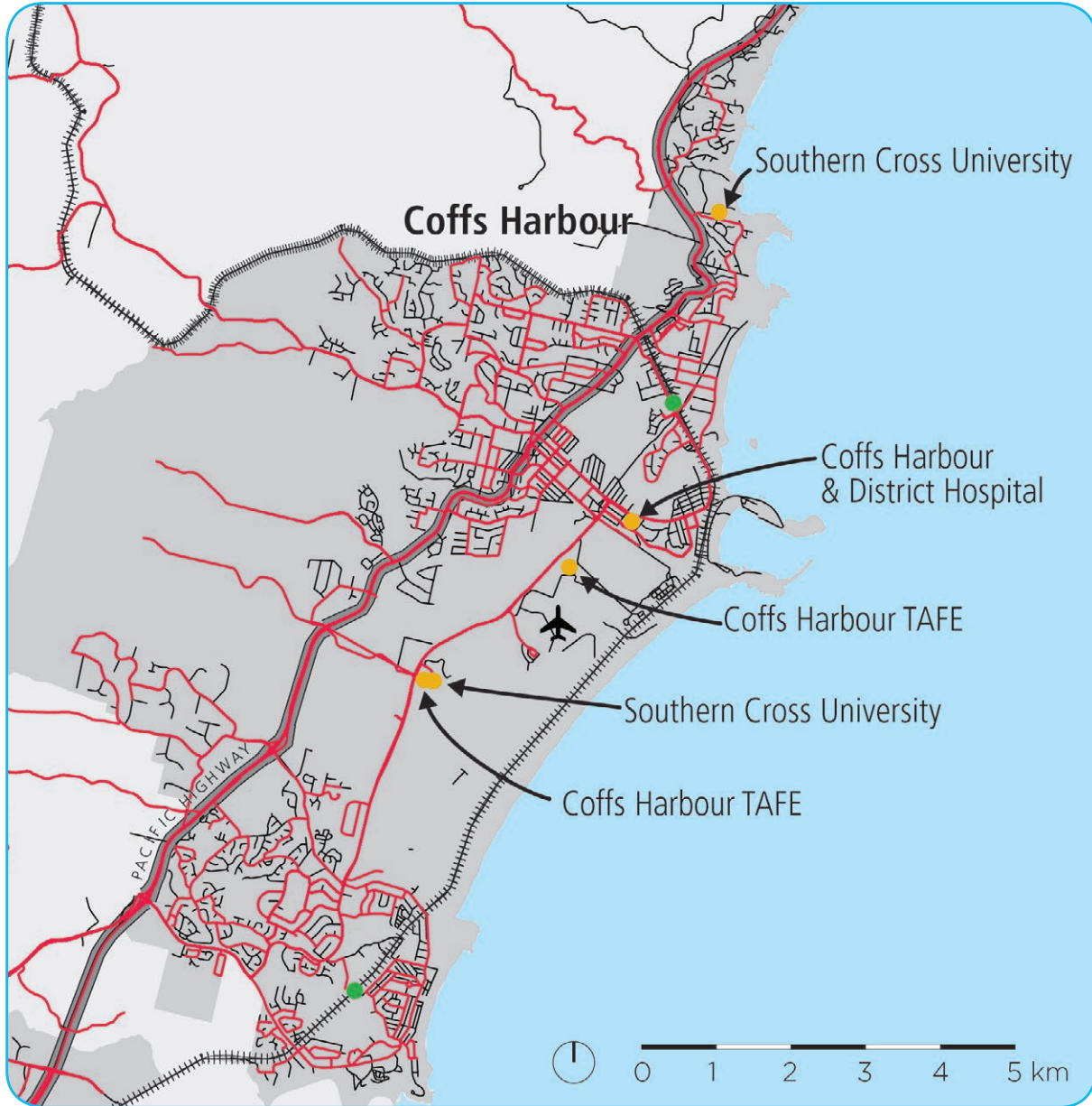
Action: Improve opportunities for walking and cycling

We support the implementation of better facilities for walking and cycling, including the provision of cycle parking facilities at transport interchanges, centres, schools and hospitals.

Coffs Harbour City Council also has opportunities to seek support for new links through our funding mechanisms.



Figure 10 Coffs Harbour town map



Transport
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Port Macquarie

Port Macquarie is a Major Regional Centre for the Mid North Coast. It supports and services key industries that include health services, hospitality, tourism, retail and education.

In the 2013-14 NSW budget, funding of \$110 million was committed to provide new clinical services at Port Macquarie Hospital. The proposed redevelopment includes expanded services that will increase transport demand.

The *Mid North Coast Regional Strategy*, prepared by the Department of Planning and Infrastructure, forecasts approximately 18,000 additional dwellings in the Hastings Macleay Valley sub-region by 2031, of which the majority will be in Port Macquarie.

The strategy identifies opportunities for the development of taller buildings around the central business area, and for urban land release areas at Thrumster and at Bonny Hills.

Action: Improve public transport services

The transport service improvement program for Port Macquarie will support the growth of Port Macquarie and its role as a Major Regional Centre by identifying:

- Opportunities for improved service frequencies to key destinations
- Opportunities for extending hours of operation to include earlier and later services throughout the week
- Opportunities for providing connectivity to other services such as air services to Brisbane and Sydney and the train services to Sydney, Grafton, Casino and Brisbane from Wauchope
- Opportunities to improve the infrastructure that supports public transport services, such as bus stops and shelters, terminal facilities and customer information
- Opportunities to improve connections between town services and intra-and inter-regional services
- Opportunities to develop services into growth areas such as Thrumster and Bonny Hills.

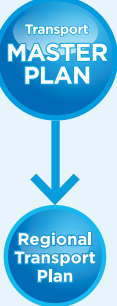
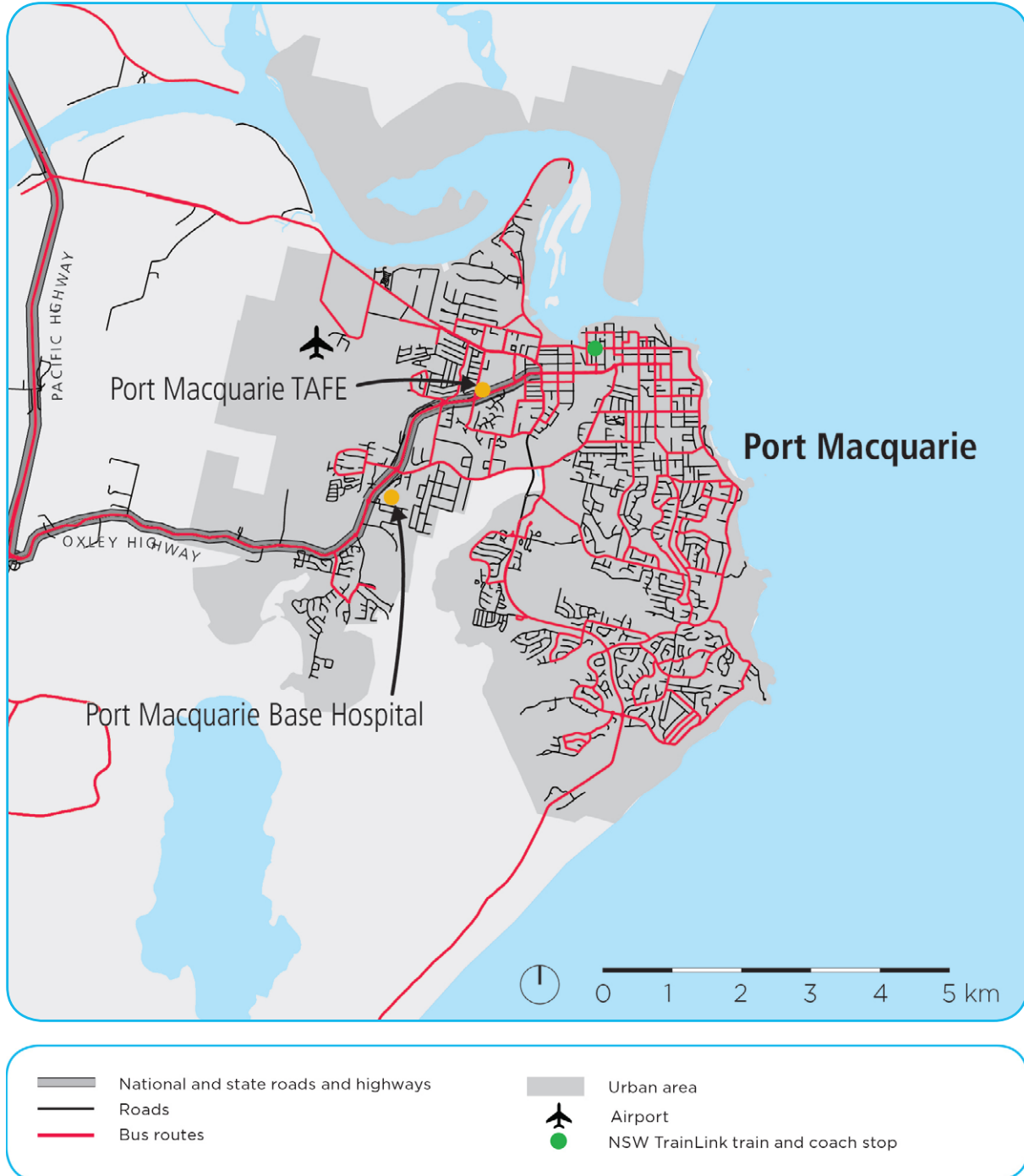
Action: Improve opportunities for walking and cycling

We support the implementation of better facilities for walking and cycling, including the provision of cycle parking facilities at transport interchanges, centres, schools and hospitals.

Port Macquarie-Hastings Council also has opportunities to seek support for new links through our funding mechanisms.



Figure 11 Port Macquarie town map



Grafton

Grafton is a Major Regional Centre for the Mid North Coast. It is a regional focus for government administration services.

The *Mid North Coast Regional Strategy*, prepared by the Department of Planning and Infrastructure, forecasts approximately 7,000 additional dwellings in the Clarence sub-region by 2031, of which the majority will be in Grafton.

The strategy identifies opportunities for growth through infill and through residential growth around Junction Hill and Clarenza. The strategy also identifies land available to greatly increase the industrial capacity of Grafton.

Action: Improve public transport services

The transport service improvement program for Grafton will support the growth of Grafton and its role as a Major Regional Centre by identifying:

- Opportunities for improved service frequencies to key destinations
- Opportunities for extending hours of operation to include earlier and later services throughout the week
- Opportunities for providing connectivity to other services such as air services to Taree and Sydney and the train services to Sydney, Casino and Brisbane
- Opportunities to improve connections between town services and intra and inter-regional services
- Opportunities to improve the infrastructure that supports public transport services, such as bus stops and shelters, terminal facilities and customer information
- Opportunities to develop services into growth areas such as Junction Hill and Clarenza
- Opportunities for coverage gaps to be provided by flexible/demand responsive routes.

Action: Improve opportunities for walking and cycling

We support the implementation of better facilities for walking and cycling, including the provision of cycle parking facilities at transport interchanges, centres, schools and hospitals.

Clarence Valley Council also has opportunities to seek support for new links through our funding mechanisms.

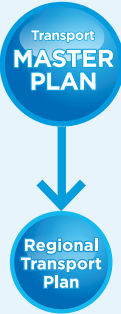
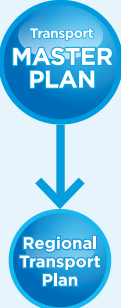
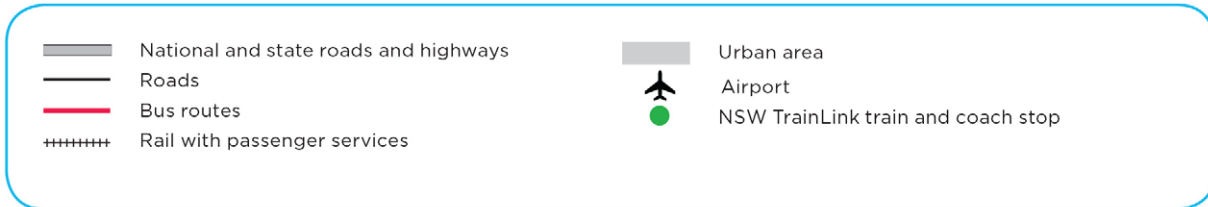
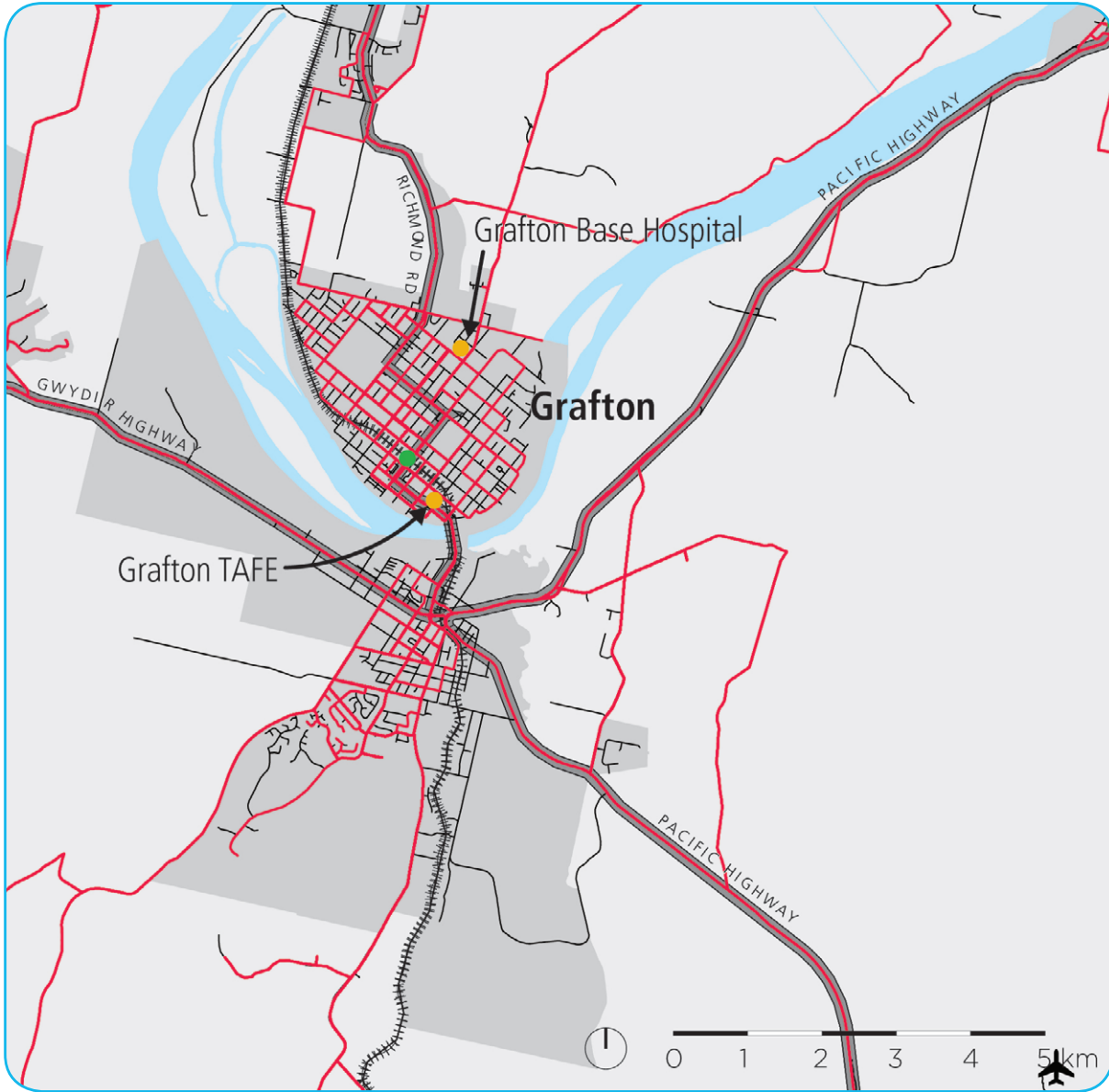


Figure 12 Grafton town map



Taree

Taree is a Major Regional Centre for the Mid North Coast. It provides major services and health care facilities for the Greater Taree-Great Lakes subregion.

The *Mid North Coast Regional Strategy*, prepared by the Department of Planning and Infrastructure forecasts approximately 15,000 additional dwellings in the Greater Taree-Great Lakes sub-region by 2031, of which the majority will be in Taree.

The strategy identifies the opportunity to develop taller buildings around the Taree town centre. It also recognises the availability of land capacity to accommodate significant residential and industrial growth.

Action: Improve public transport services

The transport service improvement program for Taree will support the growth of Taree and its role as a Major Regional Centre by identifying:

- Opportunities for improved service frequencies to key destinations
- Opportunities for extending hours of operation to include earlier and later weekday services, and later services on Saturdays
- The potential for the introduction of Sunday services
- Opportunities for providing connectivity to other services such as air services to Grafton and Sydney and the train services to Sydney, Grafton, Casino and Brisbane
- Opportunities to improve connections between town services and intra-and inter-regional services
- Opportunities to improve the infrastructure that supports public transport services, such as bus stops and shelters, terminal facilities and customer information
- Opportunities for coverage gaps to be provided by flexible/demand responsive routes.

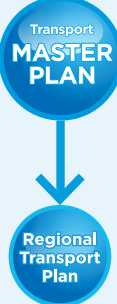
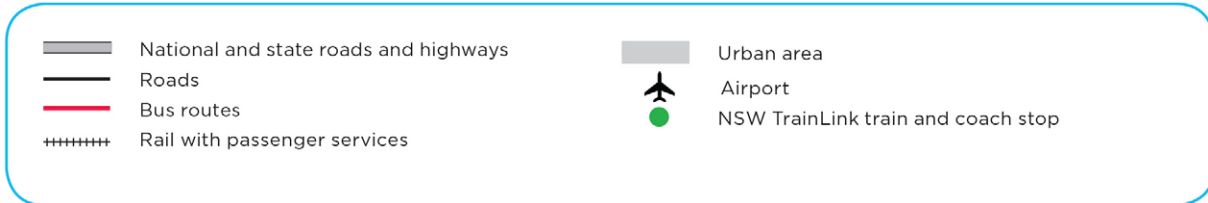
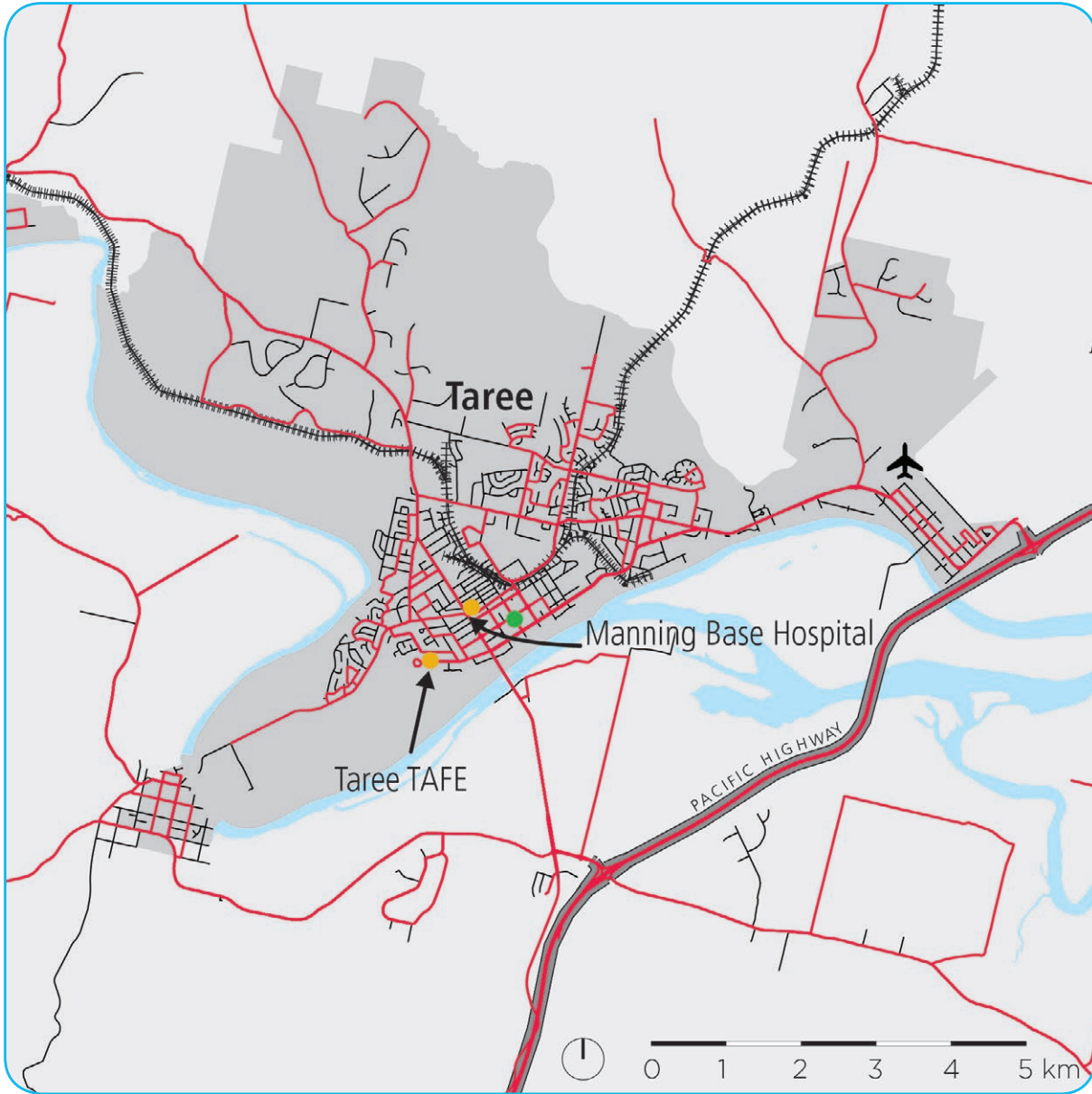
Action: Improve opportunities for walking and cycling

We support the implementation of better facilities for walking and cycling, including the provision of cycle parking facilities at transport interchanges, centres, schools and hospitals.

Greater Taree City Council also has opportunities to seek support for new links through our funding mechanisms.



Figure 13 Taree town map



Kempsey

Kempsey provides retail and business activities, education facilities, health and professional services to the Macleay Valley.

Funding of \$80 million for contemporary and integrated health care facilities for Kempsey Hospital was included in the 2013-14 NSW Budget. The proposed improvements will increase transport demand to the hospital.

Action: Improve public transport services

The transport service improvement program for Kempsey will develop transport initiatives which will improve the attractiveness of public transport. These improvements may include:

- Opportunities for improved service frequencies to key destinations
- Opportunities for extending hours of operation to include earlier and later weekday services
- The potential for the introduction of weekend services
- Opportunities to improve the infrastructure that supports public transport services, such as bus stops and shelters, terminal facilities and customer information
- Opportunities for coverage gaps to be provided by flexible/demand responsive services.

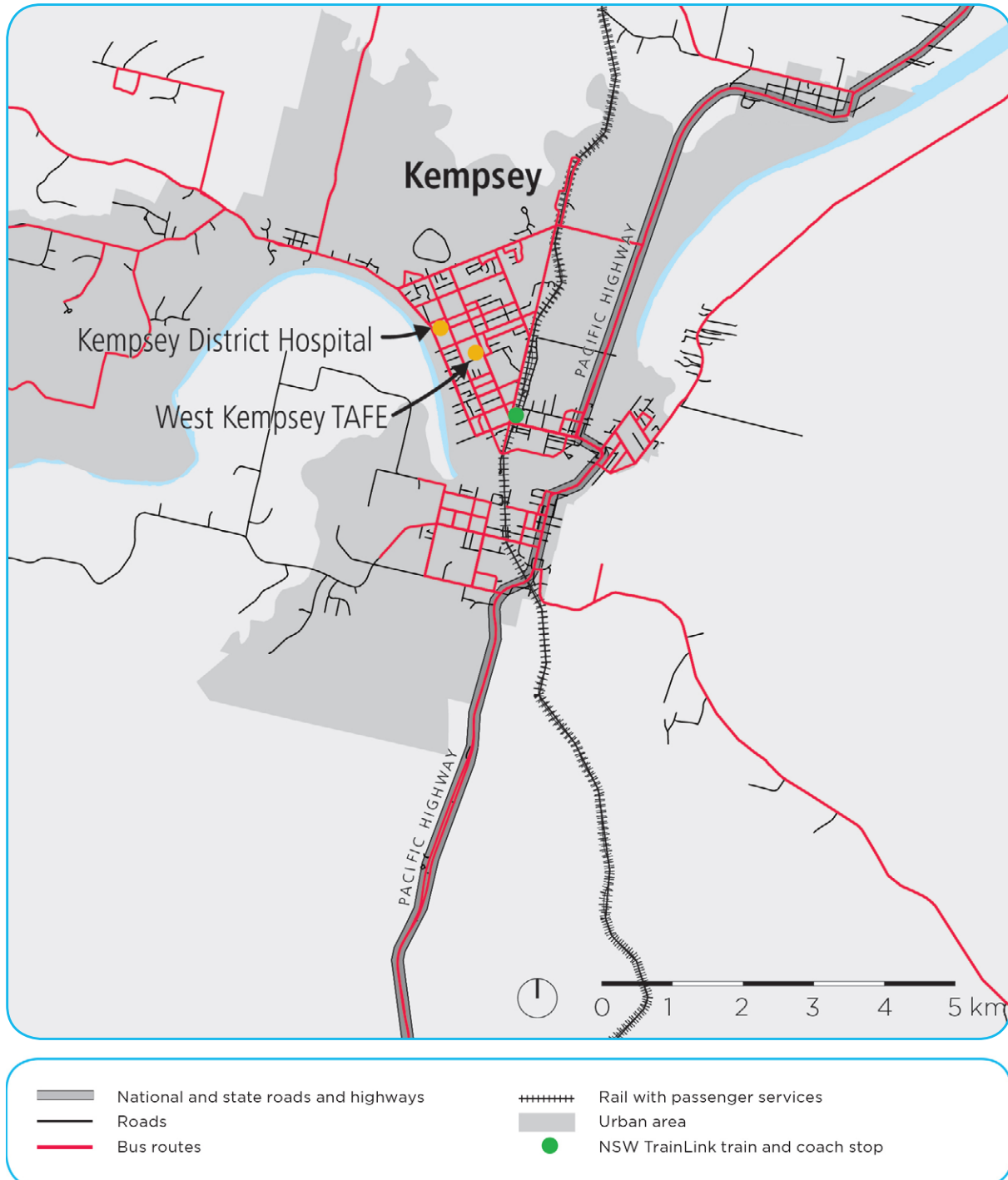
Action: Improve opportunities for walking and cycling

We support the implementation of better facilities for walking and cycling, including the provision of cycle parking facilities at transport interchanges, centres, schools and hospitals.

Kempsey Shire Council also has opportunities to seek support for new links through our funding mechanisms.



Figure 14 Kempsey town map



Transport
**MASTER
 PLAN**



Regional
 Transport
 Plan

IMPLEMENTATION AND DELIVERY

An Implementation and Delivery Plan will be developed to support this Regional Transport Plan.

This will provide the detail to inform how the Regional Transport Plan is being delivered.

As well as the Implementation and Delivery Plan, the NSW Government will continue to invest in transport infrastructure as part of our ongoing investment program.

Investing in the region

Delivering improvements to transport will require sustained investment. This investment will come from the NSW Government, from local councils and from the Australian Government in major projects.

Transport for NSW will continue to work in partnership with local government and the Australian Government on delivering transport improvements.

Delivering for the region

The *Mid North Coast Regional Transport Plan* supports the *NSW Long Term Transport Master Plan*, released in December 2012.

The *Mid North Coast Regional Transport Plan* is as much about planning and investing for the long term as it is about short term action. Work is already underway and detailed planning and design on many of these projects has already commenced. In addition, we will continue to work to identify and prioritise actions for the future, so that they may be delivered as funding becomes available.

The *Mid North Coast Regional Transport Plan* will be closely aligned to the *Mid North Coast Regional Growth Plan* currently being developed by the Department of Planning and Infrastructure.

Inputs will include future road corridor definitions and other programs to support future changes in land use, population and development.

The NSW Government is working hard to ensure that our regional land use and transport plans are aligned, ensuring the greatest benefit from our investment and for our transport customers.

Taking action

Consistent with the *NSW Long Term Transport Master Plan*, Transport for NSW will focus on delivering the *Mid North Coast Regional Transport Plan*.

This focus on delivering the planning will include:

- Providing an annual update of the Regional Transport Plan including detailed reports on the progress of implementing the initiatives contained in this plan
- Reviewing the Regional Transport Plan every five years
- A commitment to ensure decisions are founded on a solid evidence base
- Continued collaboration with Mid North Coast Regional Organisation of Councils (MIDROC), Mid North Coast Regional Development Australia, local councils and other stakeholders to support delivery of the Regional Transport Plan and to respond to future planning needs
- A commitment to extensive community engagement and customer consultation as we develop the initiatives in the Regional Transport Plan.



WE LISTENED

Our commitment to customers involves listening to people in the Mid North Coast. The feedback we have includes the extensive consultation that informed the *NSW Long Term Transport Master Plan* and from direct customer feedback through the Regional Household Travel Survey Pilot.

NSW Long Term Transport Master Plan

More than 1,200 submissions were received during the development of the *NSW Long Term Transport Master Plan* including specific submissions identifying transport issues in the Mid North Coast.

A Mid North Coast Regional Forum was held in Coffs Harbour on 9 March 2012 with more than 33 people in attendance following the release of the *NSW Long Term Master Plan Discussion Paper*. In addition, meetings were held with local, state and Australian government representatives during mid 2013.

Specific suggestions were made throughout the consultation process to improve transport within the Mid North Coast region including:

- Maintaining and where possible improving air services to Sydney and Brisbane to allow access to medical and employment opportunities
- Maintaining and where possible improving intra-regional links for the Mid North Coast to support the development of the region and foster intra-regional travel
- Reform of bus service fares – including fare levels, consistency of fares and concessions across different modes of transport and considering initiatives that can encourage ridership, such as a frequent user card
- A more flexible transport service to cater for the transport disadvantaged
- Improving and maintaining the road network to enable growth, opportunity and connectivity for the region.

REGIONAL HOUSEHOLD TRAVEL SURVEY PILOT

The Regional Household Travel Survey Pilot was undertaken by Transport for NSW during 2012 to help us understand what influences the transport decisions of people in the Mid North Coast region.

This survey was a pilot with a relatively small sample size. However, the results provide insight that informed this plan.

People travel in the Mid North Coast region mostly for social and recreational purposes (34 percent) and shopping (24 percent). Commuting to work only represents 13 percent of trips.



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For more information, visit www.transport.nsw.gov.au

