

Memo for Brad Hazzard Minister for Planning [office@hazzard.minister.nsw.gov.au](mailto:office@hazzard.minister.nsw.gov.au)

From Rick Banyard [cdcopy@hunterlink.net.au](mailto:cdcopy@hunterlink.net.au) 0419993867

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Hello Brad,

Thank you for meeting with the Save Our Rail delegation yesterday.

Our trip home in a near full train was great.

I appreciate you are under pressure in making the right decision for Newcastle and the Hunter and you clearly demonstrated you are working very hard on the issue.

I believe you also appreciated that SOR has a strong view that the rail line to Newcastle Station is one of the most important assets Newcastle has.

Concrete trucks are for building tomes and monoliths. World class trains are the prime people movers that make the concrete structures alive and financially viable. Particularly in an area like Newcastle with only about 3000 residents.

The attached documents are the items I referred to yesterday that U said I would forward to you.

You did indicate you would supply to me the train statistics you were using. I look forward to receiving that soon.

Have a great Christmas and I hope Santa treats you kindly.

Rick Banyard



Honeysuckle on a Saturday Afternoon at 4:30pm



Near the Maritime Museum, pub and Tourist Information Centre 25/10/2012 1:21pm



Prime Honeysuckle retail very near Plannings office in Wharf road Vacant 18/12/2012



Newcastle Station September 22 2012 about midday.

# **Major Opinion Analysis Piece for Newcastle Herald 27/11/2012**

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## **Growth and Infill the way to go**

The revitalisation phase of Newcastle City Centre is well past and we are now accelerating into the infill and growth phase.

The lower Hunter and in particular Newcastle LGA is absolutely booming and you'd better believe it.

A drive through the suburbs will show lot of new houses, unit complexes, upgraded schools, expanded shopping centres and a plethora of new factories, warehouses and places of business.

The movements of motor vehicles actively going about their business on new and upgraded roadways is indicative of major activity and a boom environment.

Education, entertainment and sporting activity is flourishing frequently in new or redeveloped venues.

Recent Census data supports the boom time with greater housing and visitor accommodation supporting the record high population.

The Newcastle City Centre is often the target of cries of despair. Here too, the revitalisation phase is over. The reality is that new developments and rebuilds have totally changed the area. This original revitalisation and the now active infill and growth phase is fuelled by individuals commonly working collectively. Single projects and groups like Landcom, GPT and HDC cannot on their own change the place.

It is the home occupier, shop keeper and small business people who drive the direction into the future.

Without these individuals all the projects come to a grinding halt. It is the individuals that set the pace and character into the future.

The Newcastle beach precinct has had major works that are now settling in and adapting to the new role.

Newcastle East has turned the corner with new buildings, new residents and a new level of social wealth.

The foreshore all the way from Nobbys to Maryville is the product of near complete major revitalisation. The grassed open space areas east of Newcastle Station are in danger of being over utilised due to the rapid growth in events and activities.

Newcastle West has also passed the revitalisation phase with the rebuild of Latex house, the Bellevue Hotel block now a host of new quality apartments, the demolition of the Empire Hotel and the replacement of the Palais with a huge KFC and Pizza Hut.

Even the old picture theatre has a new role as a modern church and the old museum is on the road to being converted into housing.

From a retail perspective the revitalisation phase is also over. The Marketown shopping complex is flourishing and is developing into a credible replacement for the shops along Hunter Street. This modern very well appointed shopping complex is the future of retail in inner Newcastle.

Planners should now set about linking Marketown via skyways to the utilities, including Hunter Water and the other buildings of Honeysuckle, that have been set apart because rail crossings have been removed. The Hill, the new Law Court and other inner buildings and landmarks also lend themselves to be linked to the foreshore and transport hubs via skyways.

It is interesting to note that much of the revitalisation activities have been the product of public and private developers doing their own thing and not as part of a grand development.

The growth and infill phase we are now in will continue the themes that are now set in concrete by the revitalisation activities.

Mine subsidence and the shortage of tourism activities are two areas requiring considerable thought. Both require some thinking "outside the square".

How about using National Park for high rise apartments surrounding Cottage Lake with a harbour navigable channel to it and what about placing the netball courts and other sport venues in the middle of the current CBD on the mine sites?

The heavy rail to Newcastle Station must continue to be a major driver for growth and infill. This will build on the major contribution the Intercity rail has made to revitalisation by bringing tourists, backpackers and others to enjoy the natural amenities and heritage sites. This is especially notable since the introduction of Funday Sunday rail fares and the publicity

resulting from the Lonely Planet listing of Newcastle in the top 10 tourist venues.

New transport including light rail along the Hunter Coastline from Swansea to Nelsons Bay via Newcastle Station and the Airport could be a vital item of infrastructure for growth, infill and tourism.

The booming city of Newcastle and surrounds are no different to your street or my street with some buildings clear leaders and some a little behind.

Growth and infill should be marketed strongly and supported by promotional material espousing in glowing terms the assets that are here in this great tourist destination.

The community and civic leaders should express confidence in the future of the city and stimulate a new mood of optimism replacing the uncertainty created by those who have doubted the value of its rail facilities.

The word "revitalisation" must now be struck out of the Hunter's dictionary.

## NEWCASTLE BUSES \_ PATRONAGE TREND \_ PERFORMANCE

	STA – All passengers (‘000)		*Network Review			
	2006/07	2007/08	2008/09	2009/10	2010/11	2011/1
Total carried	12,445,000	12,506,000	12,425,000	12,170,000	12,069,000	12,005,0
Less School students		6,929,603	6,941,817	6,885,004	6,910,860	
Normal Passengers		5,576,397	<b>5,483,183</b>	<b>5,284,996</b>	5,158,140	

STA Change 2007/08 to 2010/11 (All passengers)

**-437,000**

STA % Change 2007/08 to 2010/11 (All passengers)

**-3.49%**

This is an extract from a larger table. The sources and calculations are available on request.

## The Loopy Green Bus Statistics

			Av Cost / Pass	Av Cost / Pass
2011/2012			@ \$ 400,000 / yr 400,000	@ \$ 500,000 / yr 500,000
	Annual	Av Daily 366		
Ferry	437,000	1,194.0	N/A	N/A
Loopy 555 Bus Fare Free Zone	73,354	<b>200.4</b>	\$5.45	\$6.82
	1,560,000	4,262.3	\$0.26	\$0.26

Loopy 555 Bus Cost = Bus operation + forgone farebox revenue from transfers

FFZ Cost = Forgone farebox revenue (\$390,000 response to Estimates question 2006)

## 5 Questions from the Throsby Leaders Meeting with Tim Owen MP

*Date: 26 September 2012 Time: 5.30pm for 6pm*

*Location: Tim Owen AM MP's office, 414 Hunter Street Newcastle*

### 1. Graffiti a major unresolved issue

The Throsby, Mayfield and Stockton areas are rife with graffiti as well as much of the Newcastle electorate.

Estimates provided to the former member indicated that there was 250,000 sq metres of graffiti. My current estimate is that this area is unchanged.

Added to the problem is now a considerable number of "graffiti art works" many of which are now vandalised or falling into a state of disrepair.

We ask:-

- What actions are now to be taken to clean up the graffiti and graffiti art?
- What action is to be taken to apprehend and prosecute the perpetrators?
- Where murals are appropriate will the graffiti art be replaced by quality works?

### 2. Flood proofing the Throsby area

Newcastle City Council has now completed it's Flood Studies.

Other government agencies have also identified inundation issues.

This information now identifies considerable sections of the Throsby area (and other parts of the Newcastle Electorate) to be flood prone from either drainage issues OR from rising sea / river levels. OR both.

We ask

- Is the Member for Newcastle aware of the issues and the extent of the problem?
- What steps is the Government taking to address the issue and in particular to make the area free from the impacts of flooding?
- When and how will the community be engaged in this conversation?

### 3. Rail line decision

The Labor Government made a clear decision to retain the rail line into Newcastle Station.

Whilst some sectors of the Labor Government supported by a small minority from the Hunter had a desire to close the line. This group was only a minority and were unable to muster the numbers to reverse the decision.

The Liberals said they would consider the issue without any new reports and indicated they would rely on two reports. The Transport Minister has identified the truncation report as one. Indications are that if the line is cut the preferred locations are Wickham or Hamilton Junction.

We ask

- what is the second report?
- Will the member for Newcastle brief the electorate on the impacts of the closure of Railway St and Beaumont St on the Throsby community?
- How has the Member for Newcastle assessed the validity and accuracy of the reports?
- Will the changed transport arrangements remove or reduce the "fare free" bus service? Will the Green loop bus also be affected.

#### **4. State plan**

A key to the operation of the Liberal Government is the NSW 2021 Plan with the theme "a plan to make NSW Number One"

The 2021 Plan sets out 32 Goals and supports them with targets.

We ask

- Do the 2021 Plans 32 Goals apply to the Newcastle Electorate?
- Will targets for the Throsby area be developed to support the Goals?

#### **5. Proposed Landcom Mall activity**

The Honeysuckle development activity has changed much of inner Newcastle and Throsby very significantly.

Much of the Honeysuckle development has been at the expense of other areas. The occupiers of many Honeysuckle buildings are just relocated from other areas leaving that area in an abandoned and decayed state.

We ask

- How will the negative impacts of the Mall redevelopment on Throsby be evaluated and assessed?
- How will the identified negative impacts be compensated in order that the growth, change and development of Throsby is not impeded?

**Memo to Tim Owen from Rick Banyard as a Liberal during Tim's campaign.**

**It is interesting he got elected by keeping his mouth shut about cutting the rail at all the public forums encouraged by my advice**

**From Rick Banyard**

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27 2 2011

Hello Tim,

Following our meeting on Friday please find some follow up information about the proposal for light rail.

Whilst I acknowledge some people think light rail would be good I believe their opinion is not based on any facts, real documentation or assessed priorities. Glossy photos of ultra modern light rail cars must look better than 20 year old V sets taken in old surroundings.

On following pages are six major reasons why light rail will be a far inferior option to retaining the heavy rail.

Clearly there are many things that can be done to improve and enhance the heavy rail.

The lack of specifications and expectations for the light rail option makes it very difficult to be specific about the major issues confronting specific proposals. Even core questions like the number of people to be transported, the location of proposed stops the power source of the cars and the termination point of the heavy rail are unanswered.

If you were to provide a specification I could provide a specific response.

That said, I believe you will find the following material raises almost insurmountable problems will almost certainly loose patronage. All agree that the future of the Newcastle peninsula is dependent upon a major increase in people.

I have also provided a number of attachments as supporting information.

I look forward to meeting with you to talk about this and other transportation issues including the coal line and the smaller buses.

In the mean time if you have any questions please contact me.

Rick

## **Six reasons why Light Rail will fail to be a better option to Heavy Rail between Wickham (or further west) and Newcastle Stations.**

### ***1. Light Rail Very Costly.***

- The existing heavy rail is in place, totally operational and fully funded.
- The recreation of the heavy rail termination facilities. (\$200 plus million depending on the chosen site)
- Light rail will require costly modification and adjustment of all or part the existing heavy rail system no longer required. (\$100m to \$600m).
- Light rail will require establishment and set up funding to make it operational (\$20m to \$100m).
- Purchase and commissioning of rail cars (\$7m to \$15m per three car set).
- The costs of the light rail substitution are not known as there is no plan, no report, no evaluation. These in themselves will cost considerable money and cause massive delays. The pro light rail lobby group have not even distributed a detailed options document.
- There is no cost benefit analysis available. This in itself would be another very lengthy and costly report.
- The installation of the Light Rail would cost more than five times the total Glendale project.

### ***2. Light Rail of inferior performance.***

- Slower rail cars.
- Lower passenger capacity.
- The need to change from one train to the other will disrupt passengers and add to the journey times.
- Disabled passengers will be severely hampered especially with a long, vertical remote or horizontal remote platform interchange. (Often people get placed on trains by relatives or friends and retrieved by other friends or relatives)
- Blind people will have a major problem using light rail due to them memorising their travel movements.
- Indications are that the light rail will not have the capacity to meet peak demands.
- Light rail will not have the network backup to provide extra trains for special events, peak days and to meet seasonal demand as is now the arrangement with Cityrail.

### ***3. A mode change to light rail will lose patronage.***

- Worldwide documentation shows changing transport modes always loses patronage
  - As a result of the time penalty.
  - Additional inconvenience.
  - Adverse impacts on other stations.
  - Ticketing issues especially if there is different rail system operators.
  - Climatic discomfort if the interchange is not fully enclosed.
  - Outbound ticketing complications (eg bus replacement at Toronto)
- Total time delays and inconvenience are a permanent impediment to future passenger growth.
- Patronage assessments from previous Newcastle light rail options are already documented and identify the losses. (Ref document "Newcastle Transport Planning Options" KBR2003).
- A Liberal Party survey in Maitland about three years ago found "that almost half the respondents would more than likely drive their cars if rail termination at Wickham went ahead" (Maitland Mercury).
- The Broadmeadow Transport Interchange Feasibility Study documented that Halcrow said a patronage decline of 38% was likely. Prof Curry considered the figure to be 60%. All due to the inefficiency, time delay and inconvenience.

#### ***4. Disruption to other Locations, business activity and real property investment.***

Changes to the existing heavy rail as a result of the substitution of heavy rail with light rail will have significant flow on effects.

- Hamilton will suffer very badly if the Beaumont St rail crossing is closed (which is documented as a necessary consequence if the heavy rail termination is at either Wickham or Hamilton station).
- The issues at Wickham are significant.
- The XPT and Country Link services may need special consideration if the termination is at Broadmeadow or Woodville.
- Serious Impacts of freight movements if the line is cut at Broadmeadow or Woodville Junction.
- Historically entrepreneurs and government have invested heavily over the last 200 years and have made plans for the future. As an example the potential closure of Railway street would have considerable consequences for all sectors.
- Road traffic will need major redesign, construction and funding. (all of which takes time, design and construction)
- The light rail introduction is almost certain to result in an overall reduction in passenger rail services, frequency and availability especially if freight lines are impacted. In the absence of light rail proposal details specific examples are hard to quantify.

## **5. Reliability of Consultants**

The commuter numbers, vehicle usage and freight movements often fall well short of the predictions by consultants. Examples include Brisbane's new roadway, the cross city tunnel and some of the Sydney tollways.

In the Brisbane to the airport road case AECON, the same consultants who did the Wickham Truncate Report and the TMAP have made a major error in the roadway usage calculations. The prediction of 94,000 vehicles per day is only realising 22,000 resulting in the likely financial collapse of the roadway consortium.

Other reports from expert consultants frequently have serious short comings when analysed by independent individuals and bodies. The GHD "Economic Impact of Rail Closure of Newcastle 2004" was described by Prof Curry as the worst example of an economic evaluation he had ever seen. '... its worse than a joke...' was the assessment in September 2004 of Ian Kirkwood Newcastle Herald described. Prof Bill Mitchell (Economic Newcastle University tagged the report as '..completely screwy..'

## **6. Forgone opportunities**

- Any further delay will move Newcastle further backwards.
- Private investment is diminishing and degrading.
- The money spent on light rail will stifle other opportunities eg coastal light rail, hospital beds, road works etc.
- The heavy rail is a major asset and a through conduit to the tourism wealth of Sydney a range of other places within a 3 hour train journey radius.
- With heavy rail to Newcastle Station for a maximum ticket cost of \$8.70 and integrated \$2.50 family Funday Sunday tickets travel to Newcastle Station by heavy rail is cheap, pleasant and for many a totally new experience.
- Newcastle is on a winner. The low fare combined with the attraction of Newcastle could allow business houses and others to give Sydney residents free rail tickets to Newcastle as a spearhead to a marketing promotion.

## **The Way Forward**

- Categorically state that the heavy rail to Newcastle Station will stay forever.
  - Sweeten this with
    - Beautification
    - Landscaping
    - Minimisation of infrastructure
    - Removal of old disused and redundant items
    - Removal of the fence for the last 100m into Newcastle station
    - Removal of the fence between Steel St and Union St
    - Removal of other fence sections where advantageous

- Manage pedestrian access across the unfenced line by means of surface structures that give the illusion of openness. San Diego is one example where a major water feature is used to replace the fence and direct pedestrians. (Attachment 1) Hastings is another example
  - Newcastle already has street running trains without fences.
  - Australia' s fastest train (the Tilt Train) has several sections of fenceless street running including through the City of Rockhampton. (Attachment 2)
  - The existing rail corridor is lined by many buildings and immovable objects.
- Install modern and futuristic rail crossings that are themselves not only keys to connectivity but also tourism infrastructure and possibly money making ventures. (a long list of options is attached in attachment 3)
- Establish the Hunter Transport Marketing Authority
  - Details attached in attachment 4
- Launch a study into the construction of a Coastal Light rail from Swansea to Nelsons Bay via Newcastle Airport with connection to the Australian Heavy rail network at Newcastle Station.
  - Details attached in attachment 5
- Re organise the bus network to make it productive and fully integrated.
- Set public transport patronage increase as a fundamental outcome for any public transport changes.

Attachment 1

San Diego Water Feature



Hastings water barrier



Attachment 2



Australia's fastest train. The Tilt Train street running in Rockhampton.

### **Rail Crossing Options.**

Many are sick and tired of all those that see the rail line as a weakness.

Many are sick of those that say they want connectivity despite there currently being nine crossings in the Wickham Newcastle section.

The heavy rail line is clearly an undeveloped strength with mighty potential.

Consider making lots of additional rail crossings and make them fun.

The following are some ideas for additional rail crossings between Wickham and Newcastle Stations that could combine with increased rail patronage to give Newcastle Peninsula a rebirth.

A typical conventional rail crossing costs about \$3m. Most of these futuristic crossings could be constructed and operated for far less.

All could be constructed for a fraction of the cost of removal of the line.

Open your mind and vision and consider the following.

#### **Extenda Tube**

A tube would extend across the line when there is no train. The tube would be constructed very close to the line and would be extended at very rapid speed allowing pedestrians to walk almost immediately with 100% safety. The principle is similar to the technology commonly used in factories.

#### **Bending Beam**

A platform would swing across the tracks allowing connectivity when there is no train. When a train comes a door would close on the fixed end and on the end of the beam. The beam would then swing to a position parallel to the tracks. People on the beam can continue to walk on or off the beam. The principle is similar to the technology commonly used in factories

#### **Moving Footway**

Moving footways could be constructed to move people considerable distances. Eg 1 From King St near Market Town to Lee Wharf

Eg 2 From the Art Gallery and Library in Laman St to the Museum with exits at the mooted underground car park under Civic Park and at the Civic Theatre.

Eg 3 From the Ferry terminal to Hunter St Mall.

Moving footway technology is common.

### Novelty Lift

An external glass lift that raises high on an inverted "V" shaped frame and lowers on the other side of the track. The unit would have two "cars" and would work on demand just like any lift. The view would be part of the fun. An automatic fee could be charged.

Eg From ground level of the new buildings at Steel St

There are numerous examples of external lift technology.

### Escalator

An escalator could raise and lower people to an overhead footway.

### Building to Building high path

A bridge or series of bridges could be erected to move people at well above street and train level.

This sky boardwalk should be as high as possible and with as many options as possible.

EG1 From the 6<sup>th</sup> floor of the Honeysuckle Uni Campus to the King St Campus and to the Library.

### Ghost Connection.

An entertaining walkway that lets people move under the rail line and possibly under Hunter St by exhibiting some of Newcastle's skeletons, old mine workings and historic "rooms". An automatic fee could also be charged. The passage would be via a water proof sealed tube to overcome water table issues.

### The Splasher

A fun ride type of crossing that lifts people up into the air and then speeds down to a splash finish on the other side of the line. Would be designed to work two way. An automatic fee could also be charged. This is a very common entertainment attraction in many parts of the world.

### The Viewer

A very high tower built over the rail line with major harbour observation deck at the top and a café, kiosk, and sales area at mid height. A lift from ground level on either side would provide access to both levels and the ability to move from one side of the line to the other. (A similar concept to Telstra Tower in Canberra)

### The Helicoil

A fun ride type of crossing that "screw" lifts people up into the air and then descends on the other side of the line. Would be designed to work two way. An automatic fee could also be charged. The lift card would rotate giving people a 720 degree view up and down.

This is a derivative of common entertainment attractions in many parts of the world.

### The Balance Balls

This would work like a see saw with a sliding chamber. People would enter the "car" and the car would climb the beam and on reaching the middle would overbalance and descend to the other side. An automatic fee could also be charged

### Twister

This would work like an amusement ride. People would enter the "car" and the car would twist and on reaching the middle would reverse twist and descend to the other side. An automatic fee could also be charged

### Aquarium

A sealed tube with fish tanks lining the walls.

The effect could be similar to the fish aquarium and the Canberra Zoo. An automatic fee could also be charged

### The Submarine

The rail line and harbour could combine by having an underwater vessel that could traverse from say Hunter St near Civic station to Stockton Ferry Wharf to complement the surface Ferry service. An automatic fee could also be charged

This unit could operate 24 hours per day providing connectivity for the 4500 people at Stockton with the 3000 residents of Newcastle, Newcastle East and Newcastle West.

### The running tube

This shared pathway would be a reverse moving footway that would require travellers to run at a speed greater than the reverse movement of the footway thus allowing people to exercise and get fit whilst crossing.

### The veledrome

A rotating dish mounted above the rail line would rotate. Cyclists would cycle up the on ramp and lap the dish several times before selecting an exit ramp.

## **Hunter Transport Marketing Authority**

The way forward is a Public Transport Marketing Authority. Below is an extract from another document by Rick Banyard

*This group is not a duplication of any existing group.*

*This group can be self funding (via commission on sales and fees to clients) and would be capable of paying back seed funding.*

*The opportunities are huge given that there is huge spare capacity on existing public transport, major options for extra services and special routes.*

*Consider the following:-*

- *By increasing Newcastle bus patronage by just 1.4 seats per km would generate revenue equivalent to the total fare box revenue of Newcastle Buses. 20% commission would be \$1.6m.*
- *By filling 20,000 seats to Newcastle Station on existing trains would generate a ticket sale revenue commission of about \$1.5m*
- *By generating 100 special event trains (2 per week) commission could generate a further \$.2m per year commission.*
- *By the sale of public transport plans and advice to developers, councils and other organisations.*
- *By the sale of tourism information and packages.*
- *Via the preparation and sale of timetables, transport information travel packages.*
- *And the list goes on*

*The Public Transport Marketing Authority could operate many pilot uses for public transport and if successful they could be incorporated in scheduled services.*

*Operating buses, trains and ferries with massive spare capacity is a sheer waste of money and importantly a lost resource to the region.*

## Newcastle Coast Light Rail Concept.

**A bridge over the mouth of Newcastle Harbour is the most important item of vital infrastructure for the Lower Hunter.**

The facts are everyone wants to live on the coast and generally the closer to the ocean the greater the value of the land for residential purposes and for recreational purposes.

Bridges that connect landmasses are common place in a large number of coastal locations and in every case the benefits are major and far reaching.

A bridge over Newcastle harbour is feasible, practical and affordable.

A bridge would have major aesthetic and tourism characteristics however it would open up the Lower Hunter Coast to a wide range of public transport options and associated residential development. See attachment 3 at the end of this section.

The most obvious opportunity is a very light rail from Swansea to Nelsons Bay via the Newcastle Airport. This route would connect with the heavy rail at Newcastle Station. Where possible the route would follow the shore line and would have stops at all the beaches.

It is suggested that the bridge would have a deck height of 70m and be a single span suspension.

The cost of the bridge would be low if the bridge traffic was restricted to two lanes of light vehicles, a shared pathway and single track very light rail.

### Cost

A harbour bridge would have a very high cost benefit ratio.



The World's largest Cruise liner *Oasis of the Seas* passing under the Great Belt East Bridge in Denmark.

## Extract from Memo to Lindy Hyam Newcastle City Council General manager

### "Re the way forward with the Newcastle Transport.

The public voice about the tram / light rail tonight (14th July 2008) was interesting and continues to fuel the discussion.

May I suggest that this presentation like all presentations fell well short of a solution as it failed to consider the base statistics and failed to identify who was to make the journey.

The following table of base statistics should drive home the reality of the situation.

Item	Gold Coast LGA	Newcastle "Region"	Newcastle LGA	Newcastle Peninsula
Area	1402 sq kms	4300 sq kms	185 sq kms	12 sq kms
Length of Coastline	70 kms	95 kms	15 kms	4 kms
Current Population	496,000	480,000	142,000	3,000
2030 Population est	900,000	630,000	185,000	7,000
Navigable waterways	260 kms	40 kms	25 kms	15 kms
Number of CBD's	Several major	Several	1	Na
Number of employers				1068 (2300 postcode)

May I suggest it may well be more realistic to examine large regional cities like Tamworth than to compare Newcastle with the Gold Coast, Sydney, Adelaide and Melbourne.

After all NCC, in this context, is only interested in considering the transport need of the Newcastle Peninsula.

The second issue relates to the journey

- who is going to make the journey?
- Who do we want to make a journey to Newcastle Peninsula?
- Where is the journey to start ?
- Where is the journey to end.?

To revitalise the Newcastle peninsula we need very large numbers of people to visit the area. Ordinary people with simple needs to allow us to lay the foundations for higher end tourism. (remember the Gold Coast started with a boarding house at the beach end of Caville Ave!)

To be of benefit to the Newcastle LGA the people need to come from outside the LGA.

To benefit the Newcastle "region" the people need to come from outside the region.

(There is certainly no net benefit of moving very poor students from one part of the LGA to another part of the LGA.)

Walking, cycling and buses are of very little value in meeting this criteria.

Light rail and trams are also unlikely to meet the criteria.

That leaves coaches, heavy rail, air or cruise ships (and cars).

Clearly heavy rail is the only mode of transport that can deliver to Newcastle Peninsula large volumes of people from centres of high population densities cheaply and regularly.

There are about 6m people within about 3 hours by heavy rail from Newcastle station. At the rate of one fare paying tourist train per day that would be about 350,000 people per year. That's equivalent to increasing Newcastle Peninsula population by about 100 times or trebling the LGA population.

I suggest that we forget all the talk about the form of transport and call in the marketing experts to fill the empty seats on our trains, buses, taxis and private cars.

I hope these simple thoughts convince you that the growth of Newcastle is about marketing not transport or buildings.

Rick Banyard