

DON'T CLOSE THE RAILWAY LINE INTO NEWCASTLE

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I write to you today, after many revisions of this letter, to express my deep **OPPOSITION** to the closure of the railway line into Newcastle, as the replacement ideas are an expensive nightmare.

The Hunter Destruction Corporation, also known as the Hunter Development Corporation, is trying hard to repeat the errors it made in Traffic Flow (of cars) it made in the Honeysuckle Precinct. This is borne out by the study of the figures the Hunter Destruction Corporation has issued publicly at the single day of Public Consultation that occurred recently in Newcastle. I was very ill that day, with the Flu so I was unable to speak up on the day, but I learnt the following:

1. The **Hunter Development Corporation** insists that around 2,500 people use the line of a day. I say the number is a massive understatement, but let us assume that the number is correct. The **Hunter Development Corporation** also insist the number of those working in the City of Newcastle will increase by 5000 which will also be required to use Public Transport. **This adds up to 7,500 people to be transported into Newcastle or a morning between the hours of (approximately) 8 am and and (approximately) 9 am and presumably return of a similar number of an afternoon.**

Right now, they can travel by:

1.1. Private Car (but this is supposed to be discouraged)

1.2. Bus

1.3. Train. With the removal of the train, all of the people now traveling into Newcastle are limited to only bus or car.



This implies that **7,500 people** would need to access the bus, as the car is now to be discouraged, according to the Hunter Destruction Corporation. Each bus can carry around 60 persons. Dividing 7,500 by 60, we get 125 busses would be needed to carry 7,500 people. This would need to be available exclusively for a replacement-of-train travel to and from the former Newcastle Station (though not limited to their) from a "new" station to be built someplace to the west of Wickham. This means the buses that normally would be available would be on school runs, so new buses would need to be acquired.

125 buses at \$450,000 per bus is \$56,250,000, say \$60 million to allow for the spare parts, and so forth. This is NOT adding up for the cost of a huge new bus storage facility that would need to be built to house the 125 new buses which would only be used once or twice per day.

Each bus is around 12.8 metres long. That's 40 feet in the "old" measure. When stationary, each bus would occupy a "footprint" on the road of at least 13 metres. When traveling, they would need to have at least 12 metres between each bus, though sometimes they don't do that and get a little closer. This implies that for each bus "footprint", there would need to be 24 metres at least, possibly 25 metres. 25 metres per bus times 125 buses is 3,125 metres of buses from the "new" station at Wickham towards the "old" station at Newcastle (but not limited to that destination).

That's a 3 kilometre tail-back of buses along Scott St and Hunter St. This is similar to the unacceptable tail-back of buses from the Queen Victoria Building in the middle of Sydney, back across the Sydney Harbour Bridge that forms some mornings and was one of the reasons why the Labor Party was seen to be such a hopeless bunch of dills and why we voted against them. Do you wish to repeat those mistakes? It seems so.

This, alone, would cause traffic chaos along Hunter St because that's **longer** than the entire distance from the new Wickham Interchange to Newcastle Station:



That's 2.4 km, into which you are now trying to fit 3.1 km of buses. Yep, that'll work, right after you repeal the Laws of Physics. Pesky things, those laws of Physics. I dunno why the NSW Parliament has not repealed the Laws of Physics before. Should work a TREAT after that!

But wait, there's LESS!

The Hunter Destruction Corporation wants to close ALL I repeat ALL of the parking along Hunter St and make them into gardens. This, coupled with the mad idea to convert one of the traffic lanes on each side to a bus lane and/or a cycleway, would further constrict traffic flow along an already crowded road, which would make it less and less easy to travel into Newcastle.

This exactly matches the ghastly cruel fake that is the traffic flow in the Honeysuckle Precinct.

Yep, the Hunter Development Corporation has the proverbial "criminal record" when it comes to really stuffing up traffic flows. We're trusting them again for what reason? Inability to find anyone else?

The traffic flow in the centre of Newcastle would go from "crowded" to "nightmare" in one step. If this is your intention, you would achieve it easily.

But wait, there's LESS!

125 bus movements along Hunter St from the "new" station to (allegedly) be built someplace to the west of the existing Wickham Railway station would require those buses to travel **from** the new "Transport Interchange" to the centre of Newcastle, probably the old station at Newcastle but not limited to that destination.

Now, before the removal of the railway line, the present train timetable has the following **Electric** trains travelling across the Stewart Avenue level crossing:

Stations		am	am	am	am	am	am	am
Newcastle	EARLIER TRAINS	---	7.43	8.04	---	8.18	---	9.04
Civic		---	7.45	8.06	---	8.20	---	9.06
Wickham		---	7.47	8.08	---	8.22	---	9.08
Hamilton		---	7.50	8.11	---	8.25	---	9.11
Broadmeadow		---	7.53	8.14	---	8.28	---	9.14
Adamstown		---	7.56	---	---	8.31	---	9.17
Adamstown	EARLIER TRAINS	---	---	---	8.15	8.24	---	9.22
Broadmeadow		---	7.52	8.01	8.20	8.29	8.51	9.27
Hamilton		---	7.56	8.05	8.24	8.33	8.55	9.31
Wickham		---	7.58	8.07	8.26	8.35	8.57	9.33
Civic		---	8.00	8.09	8.28	8.37	8.59	9.35
Newcastle		---	8.02	8.11	8.30	8.39	9.02	9.37

And the diesel services to/from Maitland:

Hamilton	7.24	7.45	7.49	8.00	8.17	8.40	9.09
Wickham	7.26	7.47	7.51	8.02	8.19	8.42	9.11
Civic	7.28	7.49	7.53	8.04	8.21	8.44	9.13
Newcastle	7.30	7.51	7.55	8.06	8.24	8.46	9.15
Newcastle	EARLIER TRAINS	7.59	8.12	8.22	8.35	9.00	
Civic		8.01	8.14	8.24	8.37	9.02	
Wickham		8.03	8.16	8.26	8.39	9.04	
Hamilton		8.06	8.19	8.29	8.42	9.07	
Waratah		8.09	8.22	8.32	8.45	9.10	
Warabrook (University)		8.12	8.25	8.35	8.48	9.13	

In summary:

- 4 electric trains **from** Newcastle; 6 electric trains **to** Newcastle; plus
- 5 diesel trains **from** Newcastle; 5 diesel trains **to** Newcastle between the approximate hours of 8 am and 9 am

This means the gates at Stewart Avenue go down a maximum number of 20 times in that one hour, probably less if they time the trains leaving Newcastle to coincide with the trains heading towards Newcastle.

Instead, once the railway has been closed, the buses have to cross Stewart Avenue 125 times in that one hour. This means there has to be a new set of traffic lights at the present level crossing, and the traffic has to stop for the buses 125 times in that one hour, instead of 20 times.

I'll spell it out: **this is batty**. To denounce a traffic flow interruption at the Stewart Avenue level crossing of 20 times as "intolerable" *but to put in place a system that requires a traffic flow interruption of 125 times as a "wonderful advance" can only be described as lunacy, bordering on the cretinous.*

But wait, there's LESS!

Given 125 bus movements in the one hour from 8 am to 9 am, that means each bus would be leaving the new Interchange every 28.8 seconds. Exactly 28.8 seconds, otherwise the schedule would be unachievable. This means that the buses cannot afford to stop anywhere along the route, simply because this would hold up the following buses. So, even if the lights at the new Wickham Interchange allow car traffic through, this would have to stop (to let the buses through) every 28.8 seconds.

In summary:

- * The cost of the 125 new buses to replace the trains approaches \$60 million. This is 50% of the **entire** budget gone just on new buses to be used twice per day while staying idle the rest of the time
- * The new buses require a facility to store and maintain them. This is not factored in, requiring additional funds, over and above the \$120 million allocated
- * The tail-back of the buses from the new Wickham Interchange is 3.1 km. This longer than the actual distance from the new interchange to the former Newcastle station. This means the project requires the Laws of Physics be repealed.
- * By itself the tail-back of buses would clog and obstruct every intersection, junction or street exit along the entire route
- * Each bus is required to leave the new Wickham Interchange every 28.8 seconds. This is impractical to say the least.
- * The present Stewart Avenue level crossing gates close for trains to work across 20 times in the approximate period 7:30 am to 9 am. The replacement buses would close the same intersection (now presumably converted to traffic lights) 125 times in the hour from 8 am to 9 am. If 20 traffic flow interruptions in 1 1/2 hours is described as "intolerable" then why is 125 traffic flow interruptions in 1 hour described as "an improvement to traffic flow"?

The cost blow-outs alone should see this project abandoned, but given the project requires the Laws of Physics to be repealed, the project should be quietly scrapped.

Sincerely yours,



Patrick Barry