

## Submission on the renewal of Newcastle

I read the brochure and viewed the CD and unfortunately could not attend your community forum. The brochure paints a picture of leisurely life styles in a relaxed environment with minimal traffic impacts, all good stuff.

I've been around long enough in this town to know that things never quite make it in terms of the sales pitch made by politicians. It is always a question of funding where the glossy says one thing and reality dictates another, compromises are always made.

Let me remind you of a few from over the years.

- Replacement of the bridge at Swansea with the same solution as before; hence in the 21<sup>st</sup> century traffic stops in the main street while a boat requires the bridge to open.

- Selling the coal mines near the generators in the area resulting in the need to increase the transport of coal through the city rail network requiring crossings to be closed for longer periods, yet you refuse to fix the problems at Adamstown gates.

- Cardiff and Glendale are getting some attention but again it's a compromise.

- A new Tourle St bridge that was clearly inadequate from day one given the known development of the coal terminal and the airport expansion.

- Honeysuckle, I can recall a politician saying you will be able to stand in Hunter St, look down Merewether St and see the harbour..no you can't.

In this brochure you are cutting the rail line yet you expect 12,000 new residents and 10,000 additional jobs in the city. Your bureaucrats are clearly unsure how all this will work. For example:

- Is the rail to be cut at Broadmeadow or Wickham, the rail chief clearly does not know.

- Have you worked out how many additional buses will be needed, this aspect has not been mentioned and I presume not costed by your department. Will you provide more buses or do you intend to "reassign" the existing fleet.

- Why are you proposing buses (a 1950's solution) as the only solution.

- Do you intend to sell rail land when the rail is removed and if so to what extent.

In my view your community forum has been undertaken far too early. Surely we need to know how all of this will hang together before we can comment in any meaningful way.

I notice light rail is obviously not an option but you haven't explained why. What are the cost/benefits of a light rail solution versus buses. If you want meaningful comment then give the public all the options including funding analysis. To do otherwise will only increase scepticism.

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