

Newcastle Rail Submission 19 April, 2013.

Removing Rail won't alleviate congestion in Newcastle. Buses cannot handle the volume now. I have observed travelling by bus regularly that to get from Wickham to Newcastle East cannot be done now under 20mins, even on a Tuesday afternoon.

ONLY Two Wheel Chairs OR two Prams can fit on a bus. Trains of two carriages can take a larger volume of people and equipment, two buses can't match it.

Can't take Bikes, Surfboards, and Boogie Boards on buses .How are the Surfers to get the beach? Newcastle Station is known as the "Home of Surf fest" . It has a Winner's Board listing ALL the Winners and is a major Tourist draw card to Newcastle.

Will Organisers have to move Surfest to a more public friendly accessible city? Like Gold Coast?

The half-finished crossing at Steel St could be finished and with the Trains at low speed, could co-exist without losing anything. Traffic Solutions garnered from overseas show that slow moving Rail, Pedestrians and vehicles can co-exist, without much changes.

Petrol will rise and part of the Cost for public transport is diesel & it would be better resolved by spending it in electrifying the Hunter line as promised in the 1980's, but beyond Maitland to Scone.

The Law Courts and University Campus are being re-located next to Civic Station and the only major people mover, Trains are being removed? How will extra buses handle that load? They can't, Rail can, by putting together 4 or more carriages.

The Tax Office is a major user of Civic Stn and the 830am & 430pm Trains are full of Workers using the train.

There are also a large number of Uni Students getting on or off at Civic, or travelling to or from Warabrook, the University Stop. That volume will increase with the new Campus.

Visitors to the Newcastle Museum get off at Civic Station as it is now called "the Newcastle Museum Stop".

I travel regularly to Newcastle Station from Maitland, and I am never alone as there always many people there getting off or on trains. As the Rail Planner who originally placed Newcastle Station there said, "it's just a short walk to the Newcastle Beach" and IF I have time before or after my business, I walk the 5mins to the Beach to enjoy a break.

Bus Stops would have to be redesigned to handle the extra Travellers, that is more shelters, more Garbage bins, More Police, Security Cameras, emergency assist points and extending bus zones, taking over valuable Parking Spots.

New Buses in Newcastle will have to use their ability to lower to the curb all the time, have to stop longer as to get all aboard and seated before leaving (for aged or unable Passengers) as to negate an accident. Use their ramps for wheel chairs and Prams adding more time at stops as Buses are a lot narrower than trains and impossible to navigate with a gaggle of children or a wheelchair/ pram.

Buses will either block the roads or be unable to get away from the curb to move on as they struggle to handle part of the Train load.

More cyclist and pedestrians on the Streets as people vote to not wait for late running buses in or out of Wickham Terminus, caught in the gridlock and will clog the footpaths, roadways as they make their way, some jaywalking to get to their destinations in Newcastle East. As the vehicles clog up Newcastle CBD, so will pedestrians contribute to the paralysing gridlock.

The removal of the rail will create chaos on the roads and footways in Newcastle from Wickham to Newcastle Stations, all because the Rail has been removed.

NONE OF THE CHAOS IS NECESSARY AS RAIL IS AN IMPORTANT PART OF ANY RENEWAL OF NEWCASTLE.

IT IS THE ONLY CITY IN AUSTRALIA GIVING UP ON RAIL.

PERTH IS A COMPARABLE CITY AND THEY ARE RAPIDLY RELAYING RAIL TRACK AS THEY REALISED THEY WERE WRONG TO REMOVE IT.

This Newcastle Renewal was done for a quick Political gain, why wasn't the Public included in the Process and when it was brought up, the Minister had already made up his mind to NOT listen to anybody or check his facts.

Jeff Dunn

0413038118