

## **Support for the Retention of Heavy Rail into Newcastle.**

### **Present Situation**

Heavy Rail infrastructure right into the present terminus at Newcastle is essential for the viability of Newcastle as a city.

The number of people using the service at present are sufficient to warrant the retention of the service (over 5,000 people a day from each city platform a day)

Future development in the city will require good infrastructure.

Newcastle is a creative city and a creative solution to the current and future needs of the city will create a better city for Novocastrians and for NSW.

### **Looking to the Future**

Bringing people to the city for shopping, living, entertainment, and just allowing it to grow requires good infrastructure.

Bringing people into Newcastle from fast developing regional centres such as Maitland etc requires good infrastructure.

Being creative with rail corridor, under pass's and over pass's at cross streets can relieve traffic congestion.

Newcastle is NSW 2<sup>nd</sup> biggest city and Australia's 7<sup>th</sup> biggest city; it will grow and is already a viable alternative to Sydney.

More busses on the road will not make Newcastle a better place; it will just become more congested.

## **PREFERED OPTION, "THE CREATIVE OPTION"**

Retain the heavy rail to Newcastle and be creative with the rail corridor:

Put in an over pass / underpass for road AND RAIL intersection at Stewart Av / Hannell St

Elevate the rail line from Civic to Newcastle, this would free up the land underneath for alternative use and allow better access to the water front at Honeysuckle from the city.

This would be a scenic rail giving Newcastle an edge over other regional cities in Australia.

A cycle way could be included along the rail corridor to link Newcastle west with the beaches and Nobbys lighthouse / harbour break wall.

2 tracks are all that would be required to go in to Newcastle allowing better use of the land underneath.

Build it and they will come (people).

### **Transport Hub that would be a Lesser Option**

- Any transport hub built at Wickham must include a Ferry terminal for commuters and visitors to Stockton. This ferry would stop at Wickham – Queens Warf – Stockton. This would improve the service by making it more efficient for a connection to the train and the city.
- An uninterrupted cycle path to Newcastle. This path would include connecting cycle paths that connect to existing cycle paths such as the Fernleigh Track and the Bathers Way and the University to create an alternative transport network.
- Separate pedestrian paths for recreational walkers and people who work in the city.
- An alternative transport system that dose not inconvenience visitors or commuters to and from the city of Newcastle and that dose not add congestion to the city roads.

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