

**urbanrenewal - Newcastle Rail Line**

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**From:** Joyce & Tom <laidler10@yahoo.com>  
**To:** "urbanrenewal@planning.nsw.gov.au" <urbanrenewal@planning.nsw.gov.au>  
**Date:** 25/02/2013 9:58 AM  
**Subject:** Newcastle Rail Line  
**Attachments:** Doc1.docx

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----- Forwarded Message -----

**From:** Joyce & Tom <laidler10@yahoo.com>  
**To:** "urbanrenewal@planning.nsw.gov.au" <urbanrenewal@planning.nsw.gov.au>  
**Cc:** "laidler10@yahoo.com" <laidler10@yahoo.com>  
**Sent:** Monday, 25 February 2013 9:55 AM  
**Subject:**

Sender Tom Laidler  
 17 Walkers Hill Lane  
 Harpers Hill 2321  
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Regarding the proposal to cut the rail line to Newcastle at Wickham.  
 I use the railway into Newcastle often and my daughter uses it every day to get to work.

I would like you to consider the following plan.

Move Broadmeadow station to the junction of the Southern line and the Northern line and make this a terminus which would replace the current stations at Broadmeadow and Hamilton.

there would need to be a curved platform for the XPT etc. Abutting this terminus would be a platform for passenger trains from the Maitland line which would then become a light rail (ie tram line ) into Newcastle. Now passengers from any of the platforms could join any of the lines completely under shelter with no overhead pedestrian bridges. The convenience of the present system continues without the inconvenience of the bus ( Trams can have low level entrance doors ). The tramline could continue at the present grade level or it could be raised where necessary to overpass busy roads. If it continues at present grade then traffic lights only need to be installed for trams and road traffic. these could be synchronised with nearby road traffic lights and so cut out any unnecessary delays.

Possible layout diagrams attached

As well as this plan her are some other possibilities

1. Prefabricated overpasses made of steel could be assembled near each grade crossing and moved into place in a matter of hours with very little disruption to motor traffic. The foundations would have to be prepared before hand but these could be covered with steel plates allowing traffic to continue with little interruption.
2. Alternatively the rail line could be raised above the roadway with little interruption to road traffic though rail traffic would be disrupted while this work went on.
3. In Chicago USA the railway companies sold the air space above the rail lines so that there are now skyscrapers built on stilts above the tracks. Indeed some of the buildings incorporate stations within their design.
4. I have observed the road traffic in New York USA and in Manhattan the traffic is not as

bad as in Sydney. Why? because it costs \$1 a ticket to travel on the subway whether you go 1 stop or twenty stops. People use the subway rather than their cars simply because it is convenient and cost affective.

5. Why do people use the rail into Newcastle? a) to get to work, the courthouse or to see a medical specialist b) to go to the beach c) convenience for disabled people and people with small children ( Try getting onto a bus with a wheelchair, a stroller, a bicycle or a surfboard or if you suffer with arthritis in the knees or hips ) d Time! it is much faster by train than by bus.

6. Cities like Newcastle on Tyne in England have installed their own "Metro" which continues to the outer suburbs and nearby towns, I have travelled on this line and it is a great time and cost saver with no parking problems. The line has stations in some of the big shopping centres.

7. Underground rail similar to the london "tube" part of which goes under the Thames

Perhaps the Newcastle rail line should in fact be extended right round the beaches, out to Charlestown and back to Kotara then continuing the loop to Newcastle.

Whether the city council likes it or not much of the former Newcastle shopping precinct is dead or dying. There are major parking problems and parking meters are not helping, only adding to the frustration of motorists.

I hope you will give this some consideration

Tom