

urbanrenewal - On Exhibition---Newcastle Urban Renewal Strategy

From: "Peter Morris" <morrispf@bigpond.net.au>
To: <urbanrenewal@planning.nsw.gov.au>
Date: 4/19/2013 3:57 PM
Subject: On Exhibition---Newcastle Urban Renewal Strategy

Submission from Peter Morris 39 Pillapai Street, Charlestown N S W 2290 19th April 2013.

Good planning designs out ie avoids future problems-- the strategy as exhibited will exacerbate existing road traffic problems leading to greater congestion, increased gridlocks at peak times, worsening vehicle pollution in the city precinct.

For road transport it means lower productivity, increased labour and fuel costs.

The Strategy appears to be based on the old myths---

1. That all the people at leisure and recreation along the foreshore would frequent the Hunter Street shops if the rail line was removed.

These people are at leisure enjoying the waterfront and the harbour ---they will have done their conventional shopping at a major shopping centres.

2 The Stewart Avenue rail crossing causes the traffic congestion at the intersections of Hunter Street and Stewart Avenue and Honeysuckle Drive and Hannell Street.

These myths have been used for years to mount an argument for the removal of the rail line to Newcastle to the anticipated benefit of property interests.

The principal cause of congestion in the western area of the city and the new C B D is the **routing of through traffic** from the north, west and south of the city area into the city along Stewart Avenue and across the main street of the city. Good road traffic management directs through traffic out of urban areas and absolutely out of the C B D bringing through traffic into the city and across the main street is the thinking of the 40's and the 50's.

Currently approximately 20,000 vehicles per day cross Hunter Street and the rail line. Four out of five of those vehicles are through traffic. They include B doubles, articulated fuel tankers, coaches, bulk carrier trucks, cement trucks, rigid table top trucks, articulated vehicles of all types and mostly single occupant vehicles. Under current road traffic management the through traffic is brought into the city to cross the main street and create congestion.

Expectations* are that if the rail line is removed there will be a substantial increase in this regional through traffic so increasing the degradation of the amenity of the heart of the city something that would not be tolerated in the heart of Sydney.

Newcastle is fortunate to have a rail system from the heart of the largest market in this nation to the doorstep of the older C B D. With major population increases under way along the northern and southern suburban rail corridors the city has an excellent opportunity to attract much greater use of the rail public transport into the city with modest modernisation of rolling stock and positive marketing of the services.

Unfortunately certain interests in the city clamoured for about twenty years to have the rail line from Gosford to Newcastle electrified and have spent most of the next twenty years clamouring for it to be removed.

Planners would be well aware that in public transport practice when the mode of transport changes passenger usage drops automatically by 20% eg when an end to end rail trip is converted to a rail and bus trip which is what the Strategy proposes.

It is clear that the Strategy has been developed without consideration being given to the most important issues for the city and the region-- the availability and efficiency of public transport, the efficiency and productivity of freight transport for the port and the region and the amenity and ease of access in the city.

Money for transport infrastructure is always extremely scarce -- any available funds should be directed to the construction of the missing link from Charlestown Road to the Jesmond roundabout link to Sandgate to keep through traffic out of the city area and to the construction of the Glendale Interchange.

Spending \$125 million on destroying the rail service into the city is squandering taxpayers money. If it occurs it will be just the first instalment. The consequential problems it will create will necessitate expenditure of hundreds of millions of dollars to follow.

Good planning always ensures that the transport factors are given primary consideration.

* H D C Report to the N S W Government on Newcastle City Centre Renewal 2009.

Kind Regards

Peter Morris M.0418.83.55.66