

The Manager

Planning and Development

SYDNEY.

14th April 2013.

Dear Sir - We strongly object to the closing Of the Newcastle Rail Line at Wickham or for that matter anywhere else .

All over the World trains run into the cities – the only true way to travel.

What about Sydney and Melbourne would they like to terminate a few stations away and then get other transport.

Many Country Towns have rail lines dividing their towns and with one exception I have never heard of any complaints.

Scone is a town that needs the line diverted from where it runs now and this also applies to Adamstown Crossing for all the Coal Trains. These two items could be fixed with the money that would be saved on the Newcastle Plan.

We have just travelled home from overseas holiday and left Sydney with the train full. Many people like us were also returning with luggage from overseas holidays. It was bad enough getting on with all the luggage in Sydney let alone having to get off and change to get to Newcastle Can you imagine some 250 or so people waiting for buses to continue if your plans were implemented

The wealthy rich on the foreshore who have been the driving force together with developers will never use Hunter Street . Whether we like it or not the Suburban Shopping Centres are where people shop.

Why can't we save the \$500 Million and use it for projects that need doing –

Glendale Interchange – Extra jobs will be created on the now vacant land.

Update many of our Roads. Get decent workable train carriages and decent buses .

All that is required is create 3 new walk ways across the rail lines linked to the foreshore . The land is there now. This will open up The foreshore and Hunter Street.

I don,t know the cost but I would think a few million surely would be all it would take to do the job.

Fremantle is an example of Trains and Walkways being used
In conjunction with each other.

In conclusion I believe that we who contribute so much to the State Government coffers should not have Sydney control our destiny.

We live here and love it the way it is . leave us alone.

Regards

JOHN AND JUDITH OLSEN JP,s

THE MANAGER

CENTRES AND URBAN RENEWAL

DEPT OF PLANNING AND INFRASTRUCTURE

GPO BOX 39

SYDNEY NSW 2001

**PPS. THANKS FOR CARDIFF RAILWAY STATION UPGRADE
...FROM THE OLDIES**

**NEWCASTLE STATION ALREADY FLAT NO EXPENCE TO BE
SPENT THERE. WE LOVE IT LEAVE US ALONE...PLEASE MAKE
SURE YOU READ THIS LETTER FROM JUDITH**

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Rail for campus

Yesterday, the *Herald* reported the federal government would announce a \$30 million grant for the University of Newcastle to build its inner-city campus - giving the green light to a project considered the single biggest catalyst for the revitalisation of Newcastle. This is what you said:

Does this mean that Newcastle CBD will require public transport to cater for the influx of students? A railway line to the CBD perhaps?

Hatchet

It is ironic that when the need for public transport into the CBD will significantly increase, it will coincide with the removal of the very piece of public transport infrastructure that provides a direct physical connection between the campuses and is the most efficient at moving large numbers of people with minimum congestion.

time for a rethink

Three thousand students, 200 staff. The "rip up the rail" group logic is right out the window. Civic station is right on the proposed university doorstep. Wickham rail station is 1.1 kilometres, 14 minute walk along Hunter Street to the campus. (referenced Google).

old boy

Surely this project justifies retaining the existing rail line into Civic and the city. I cannot see any logic in destroying a transport link that can bring students directly to the new campus from all over the region, plus there is already a rail service between the existing campus (Warabrook) and Civic.

Transport Insanity

Pity the students won't be able to make it to class on time as there will be no train system to ferry them there to Civic.

Buster bloodvessel

This new campus is right next to Civic station and the NSW government wants to remove that station. Sheer insanity. Good luck finding a park once this thing is built, if the rail line gets cut.

Zane Alcorn

ONLINE poll

TODAY'S QUESTION

What is Australia's greatest sporting moment?

YESTERDAY'S RESULT

Are you excited by the prospect of a university campus in the city?

Yes, can't wait to enrol **3%**

Yes, it will bring energy to the CBD **84.7%**

No, who wants a bunch of students in the city **12.3%**

Short **takes**

This is the forum for those who want to make a point fast. Brief opinions may be phoned to (02) 4979 5980 between 10am and 1pm Monday to Friday or emailed to letters@theherald.com.au

The *Herald* correctly highlights public transport as critical to the success of moving 3000 students to the city centre ("Uni will reshape city life" *Herald* 15/4). The O'Farrell government's plan to remove the rail link that can take students from Civic Station, literally on the doorstep of the proposed inner-city campus, to the main campus at Callaghan in just 13 minutes would contribute to a transport debacle. The "shape of city life" may well be pear shaped.

Glenn Burgess, Cooks Hill

Now the University of Newcastle CBD campus is to go ahead, can someone please explain how over 3000 students and staff are going to get there once rail is removed?

Nigel Dale, Lambton

Totally agree with Zenon Woloszyn's concerns about cutting the rail into Newcastle ("Hidden agenda in state spending" *Herald* 15/4), especially once thousands of university students come into town. Why should they have to change at Wickham when the train stops at Civic? Besides, many people are already using the trains.

Ursula Alder, New Lambton

Shop adds to



Great support for trains

LIKE everyone else it seems, I went to Maitland Steamfest last weekend.

The train at Hamilton was nearly half full and by the time we arrived at Maitland the train was crowded.

At Maitland I collected signatures for a petition to keep the railway into Newcastle open.

I was surprised at the level of support for keeping the trains running into the city.

In some cases people queued up to sign.

The number of people I came across who support cutting the line was about seven – only a fraction of the number we are lead to believe who want the line closed.

When I went home, despite the fact that more trains were rostered, the train was still crowded and a good number of people were still on the train when I got off at Hamilton. This is proof that trains need to keep running into Newcastle.

Peter Sansom, Kahibah