

8/18 GLENROY ST
THORNTON 2322
N S W

BRAD HAZZARD
STATE PLANNING MINISTER
PARLIAMENT HOUSE
MCQUARIE ST
SYDNEY 2000



DEAR SIR

I HAVE ENCLOSED LETTERS THAT I HAVE SENT TO SEVERAL PEOPLE REGARDING THE ISSUE OF THE RAIL LINE TO NEWCASTLE STATION.

THE DISADVANTAGES OF REMOVING TO LINE IS OUTLINED IN THESE LETTERS. MY EXPERIENCE, DRIVING GOVT BUSES IN NILE, IS WORTH ALL THE REASONS WHY THE LINE NEEDS TO BE KEPT.

PEOPLE ARE RELUCTANT TO MOVE FROM ONE FORM OF TRANSPORT TO ANOTHER. THIS ALONE (THEIR ARE MANY MORE) IS WHY THE LINE SHOULD BE KEPT.

SMALL BUSSINESS IN THE CBD WOULD GO TO THE WALL. WORKERS IN THE CBD WOULD CLOG THE CITY TAKING UP VALUABLE PARKING SPOTS, PROPOSED RESIDENTIAL DEVELOPMENT IN THE CITY WOULD BE CUT OFF FROM EFFICIENT TRANSPORT.

THE REPLY I GOT BACK FROM TIM OWEN WAS A NOTHING LETTER, HE DIDN'T ADDRESS MY CONCERNS BOUGHT UP IN THE LETTER, ALL HE EMPHISED WAS HE WAS ELECTED ON ~~THE~~ THE PREMISE OF REMOVING THE RAIL LINE.

WHAT A LOT OF GARBAGE. HE, YOU AND ELECTED

MEMBERS DID NOT WIN THE LAST ELECTION, THE OTHER MOB LOST.

I'M GETTING AWAY FROM THE SUBJECT, NOKE RAIL HAS GOT TO STAY, IT IS THE BACKBONE OF THE CITY.

IT HAS BEEN SAID THE IT DIVIDES THE CITY FROM THE HARBOUR, WHAT RUBBISH, IF THIS LINE IS RIPPED UP DOES THAT MEAN YOU GOVERNMENT ARE GOING TO RIPP UP THE SUTHERLAND TO CRONULLA LINE, THE DEMOGRAPHICE ARE SIMILAR TO NEWCASTLE

YOUR TRANSPORT MINISTER MADE THE STATEMENT THAT YOU HAVE GOT TO GET THIS RIGHT, ITS NOT GETTING IT RIGHT BY SPENDING 10'S OF MILLIONS TAKING IT AWAY WHEN BY SPENDING A PORTION OF THAT BY INSTALLING PEDESTRIAN SUBWAYS (LIKE BROADMEADOW ST) UNDER THE RAIL JOINING HUNTER ST TO THE HARBER AND BUILDING AN OVERPASS AT STEWART AVE.

A MORE IMPORTANT ISSUE, INSTEAD OF WASTING ALL THAT MONEY, WOULD BE TO DESIGN AND BUILD A RAIL BYPASS FROM FASSIFERN TO HEXHAM CUTTING DOWN ON CONGESTION AT ADAMSTOWN AND CLYDE ST LEVEL CROSSINGS. THIS, INSTEAD OF PLAYING INTO THE HANDS OF DEVELOPERS, IS WHAT YOUR PLANNING ROLE MEANS. NOT TAKING AWAY PERFECTLY GOOD INFRASTRUCTURE BUT CREATING MORE.

YOURS CHRIS SMITH

PH 0407378731

Unit 8
18 Glenroy st
Thornton 2322 NSW

Ms Gladys Berejiklian
Transport Minister
Parliament House
Macquarie st
Sydney 2000 NSW

Dear Ms Gladys Berejiklian

I would like to convey my thoughts on infrastructure in NSW, especially the rail line serving Newcastle to the Hunter Valley and Sydney/Central Coast.

I appreciate that your Gov has an enormous task rectifying past neglect, it's going to take foresight looking outside the square, the big picture to get it all done.

The rail line into Newcastle is an important piece of infrastructure, relied upon by commuters to get to work, to play, to shop thus supporting small business who are reliant on passing trade. For these businesses to survive they need an efficient form of transport and the rail is it.

Many business groups want the rail to be ripped up, if this happened Newcastle would breed all sorts of anti-social behavior and police resources would be over stretched

I have enclosed a couple of letters to various representatives outlying the issues that I know will come to life if the line is cut [after 18 years driving gov buses in Newcastle, half that time at night, I know what I'm talking about].

Landcom is going to develop Newcastle CBD with residential and business, the rail line being the backbone of the city will service the many people that will reside in there, not to mention the benefits to small business .

I cannot believe that your government would spend 10's of millions dollars ripping up this infrastructure and having replacement ready to go straight in to replace what now exists.[if money is available which I doubt] It would be ludicrous to suggest that your gov would waste money like this.

A new courthouse is being built in Newcastle with very little parking so the train will serve that purpose. Newcastle university is proposing to open a campus up in Newcastle, The trains now move countless numbers of uni students, who live in town to go to their Callagan campus.

The CBD is about to undergo a renaissance with office, residential and restaurant sector, not to mention more small businesses, which in turn will entice more people to go into town.

It's interesting to note that the people that want the rail ripped up do not live in Newcastle, or have seldom rode on the train, and I believe their interests are self fulfilling and a chance to make a quick buck. This would benefit only a few, depriving commuters of good reliable transport to get to work and play.

I believe it is the duty of you and your government to have important infrastructure in place with accessibility to work, businesses and play. Other major issues are outlined in other letters enclosed with this one

To make the rail more appealing would be to install secure car parks at outlying stations.

It would be ludicrous to authorize for the rail line to be ripped up, depriving commuters of safe travel from the Hunter Valley and Central Coast/ Sydney to travel into and out of Newcastle.

I've read that since the Hunter trains are more frequent the numbers that travel have increased, doesn't this tell you something.

Your government has got to come out of the woodwork and announce the Rail line into Newcastle will stay in it's present format .

Chris Smith 0407 378 731

The Manager
Newcastle City Council
City Administration Centre
282 King St
Newcastle 2300

Unit 8
18 Glenroy St
Thornton 2322

Rail Didn't cause the decline

Dear sir

I would like to make a few points about the proposal of the future of Newcastle rail line;
Council needs to look at the big picture, by ripping up the rail, what does the council going to do about;

More antisocial behaviour that would be evident at night stretching police resources to the limit,

Elderly and handicapped people who find it difficult to climb stairs would be denied safe transfer from one platform to another one [Newcastle Stn has no stairs which is ideal for seniors with bad legs]

More small business in the CBD would go to the wall. If I ran a small business in the CBD I would be disgusted that my lifeline is to be taken away, by the whim of a few business people who are unable to look at the big picture.

Rail is the most efficient way to serve the new courthouse complex, new uni campus, proposed units/apartments in the CBD and to service the many functions that is happening in Newcastle.

Council should be trying to get pedestrian subways under the rail as is the case at Broadmeadow station.

Council to pressure the state government into installing secure car parks at suburban stations and to have frequent trains to serve Newcastle and the Hunter Valley. Trains are less pollutant than cars and buses, this being a factor that council should consider when making Newcastle more attractive.

At the end of the day, the businesses in Newcastle are competing against the suburban shopping centres, what I believe is that council needs to support business in Newcastle, not by taking away efficient transport into the city but by reviewing overheads such as council rates, rent etc;

If the rail was terminated short of Newcastle stn. The ones that would suffer will be shops and offices in the CBD, commuters who rely on the rail for work and play, many uni students that live in town that catch the train to the Callagan campus

As the saying goes " If it aint broke, no need to fix it".

Chris Smith

Unit 8
18 Glenroy st
Thornton 2322 NSW

Honourable Barry O'Farrell
Parliament House
Macquarie st
Sydney NSW

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I believe it is the duty of your government to "look after" the general population not just a few people with vested interests.

To put this matter to rest, your duty is to say;

The RAIL line into Newcastle CBD will not be removed it will stay as it is.

Chris Smith
0407378731

Unit 8
18 Glenroy St
Thornton 2322

The Editor
Newcastle Herald
28 Bolton St
Newcastle 2300

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Chris Smith

0407 378 731



No parking is kiss of death

Commuters need options for their daily trip

By ALISON BRANLEY

A SERIOUS lack of commuter parking along the Newcastle railway line is a barrier to public transport use, motoring group NRMA has said.

The group's *Park and Ride* report to be released today found three out of every five train stations between Fassifern and Newcastle do not have commuter parking.

The figures were based on an audit of 124 stations on the state's CityRail network that included almost three-quarters of stations on the Newcastle line.

The report found 60 per cent of Newcastle train stations did not have park-ride spaces, none had kiss-and-ride spaces, two in every five did not have bike lockers or racks and one in five did not have taxi ranks.

NRMA Hunter-based director Kyle Loades said busy stations such as Civic, Hamilton and Newcastle did not have parking. He said the state government owned land around many stops that could be turned into parking stations and called on it to audit available sites.

"At Broadmeadow station... many commuters are parking on the streets," he said. "The complete lack of kiss-and-ride spaces at any of the stations means there is no allocated space for people to drop loved ones



FRUSTRATING: NRMA Hunter-based director Kyle Loades says members want commuter parking.
Picture: Ryan Osland

off without breaking the road rules."

Mr Loades said given the region's population was expected to increase by 200,000 in the next two decades transport interchanges were also needed at Newcastle Airport, Newcastle, Maitland and Glendale.

The NRMA asked the state government to invest in commuter parking in its submission for the upcoming state budget as well as its submission to the statewide transport plan.

Mr Loades said NRMA members had been telling the group for six years there was not enough commuter parking and it was frustrating.

"Fifty per cent of members would utilise park and ride, if it was the right system: safe, clean secure and relatively inexpensive," Mr Loades said.

"More commuter parking will help people save on fuel, tackle conges-

tion and offer the community choice when it comes to transport. The idea is to keep cars closer to home."

The report found confusing and inconsistent signage was a problem at all stations where "no parking zone" or "five minute parking" were used as a replacement for kiss-and-ride.

"Motorists have no idea where to go," Mr Loades said.

The NRMA said the *Park and Ride* results were a vast improvement since its last audit in 2008.

Work at Cardiff station to improve commuter safety has started, although there is no work to improve parking.

"If we provide parking at train stations and major bus stops then motorists have a choice to use public transport for the bulk of their daily journey," Mr Loades said.

21/5/12

Monday

218 mccaffrey dve
Rankin Park 2287 N S W

Mr Tim Owen MP
p.o. Box1816 Newcastle

Dear Mr Owen

I would like to make comment about the future of Ncle Rail Line.

First off all I would like to convey my knowledge of the comments I am about to make, stressing that they are not personal but in my view concern issues outside the square that recent issues seem not to be.

I've worked for the N. S. W. government for a total of 18 yrs, 2yrs as a trainee engineman, more importantly 16 yrs driving State Transit buses at which time I gained excmptionial knowledge of peoples traveling habits and their likes and dislikes of public transport. I done 5 yrs working night work conveying drunks out of town and I do know what i'm talking about.

NEWCASTLE RAIL LINE SHOULD NEVER BE CLOSED OR SOLD OFF

My assumption for saying this is that it is the back bone of Newcastle CBD

Commuters from all over the valley [Hunter] come to ncle by train, either to work or play is of no concern. They spend in the CBD, they spend a day in town to enjoy the amenities that ncle has to offer. Granted ncle could have a lot more to offer. To achieve this the government and council have got to make it more appealing [that's another story]. If the rail was cut a lot of the appeal would be lost sending small business to the wall, nobody would park in town, to pay \$4 an hour, people will go to suburbs park for free. For small business to survive depends on several aspects of state and local government agenda, cutting ncle rail should never be considered.

If it takes \$50-\$100 million to remove the rail, what is left---- nothing, given the history of governments and developers once again Newcastle will be short changed once again. Light rail is not the answer, not only will most people not change their mode of transport, it would take a lot longer to get from point A to point B, thus discouraging people from going into town to spend their money and to enjoy the features that Newcastle has to offer.

Correct me if i'm wrong but isn't the mall and roads council responsible for these.

The uni is going to open a campus in Newcastle, I ask you how the students going to get to it from outlying suburbs. Transport will have to cater to move a couple of thousand students and rail would be the best option to do this. Forget bus, State Transit have not got the expertise to do this, unless they have lifted their game, [which I doubt], so that mode of transport can be dispensed with. In this day and age rail is the best option far superior any other form of transport.

I've lived in IPSWICH for the last 10 yrs and QLD thinking runs rings around N.S.W. In terms of transport needs,

Every station between Brisbane and Ipswich have secure car parks with images from CCTV cameras going to a control centre. When there is any sign of trouble at any station the police are called and are dispatched to deal with it. This not only makes commuters feel more secure but also keeps an eye on unruly behavior and vandalism.

Every station in the state rail network should have this facility thus encouraging park and ride, more people on trains----less cars on the road.

The notion of a lot of people about the rail cutting of the foreshore does not hold substance. With the money saved by keeping this valuable infrastructure could be spent by constructing pedestrian subways under the rail. [this was done at Broadmeadow stn] Infrastructure like this is an asset, as the saying goes " If it aint broke dont fix it".

If all the so called academics etc: would only notice the amount of people catch the train when a big function is on at the east end, Surfest, Mattara to name only a few, then it would be evident [to them without their blinkers on] that this piece of infrastructure is very important to Newcastle and surrounding areas.

Nights of the week, mainly weekends, creates a lot of revelers to the CBD going to pubs and clubs. Do you or your government want more crime created, this is would happen if they can't get transport home, for decades this is the form of transport that they get out of town, going to all stops in the valley [Hunter]. They know what time the train leaves, and are not hanging around town, Police resources are stretched, vandalism would be minimal, less crime in the city. The idea is to get these people out of the city as quickly as possible.

Regarding investors supposedly spending \$600 million to develop the CBD, I ask you, what do you get for that sort of money this day and age. It would only build a couple of buildings that would only be white elephants if the rail was cut. Once again if outlying stations had park and ride facilities, with the cost of parking [if there is any left] in town, then it would be ideal for motorists to use these facilities. The money allocated to rip this infrastructure up would be better spent by creating amenities like park and ride. This I believe would show the people of this area that your government is doing something that will benefit the region, not destroying it.

As you know the new courthouse is going to start, another reason why the rail should never be cut, the amount of pedestrian traffic that will be around the Civic area will have more people around the court area.

Another point is that people take surfboards, bikes, luggage on the train to enjoy the attractions in Newcastle, I remember coming into town when the steam engine was there when steamfest was on, the amount of smoke generated from this engine, do you want this sort of pollution generated only difference is that the form that would be created is unseen and deadly.

Being the rep of the people of this area you have got to show that you are just that, not staying inside the square and bowing to developers who only have got dollar signs in front of them. You have got to show the people that elected you to government that you can look outside the square.

Over a decade ago [1997 I think] there was a park and ride facility built at Newcastle stn.

Prior to that Ncle buses used to terminate at Parnell Place. For over 2 yrs prior to the owner saying that he was going to develop Parnell Place Newcastle buses and Newcastle Council sat on their backsides hoping that the problem of finding another terminus would go away.

When nothing happened, they were in the situation to do something quick, another example of not looking outside the square. It was decided, by whom i'm not sure, that the commuter car park would be taken over to use as a bus terminus/layover area Thus depriving commuters of somewhere to park so they can ride on the train, to make this decision not only is scandalous but also beyond belief.

As far as the argument about the rail blocking the access to the foreshore. Cities around the world are now spending a lot of money to restore their rail systems after it was ripped up, this should never happen in Newcastle. It could be said that Brisbane or Sydney is cut off by rail what garbage, developers have built over, around their rail systems and the same could be done in Newcastle. Small business is the backbone of any city and this has to be encouraged and by cutting the rail will not do this.

In conclusion, going the right direction, looking at the big picture of what is going to effect the lives of the taxpayers/ratepayers of the region, the resources that is available should be the only concern in this situation. Putting the self interest of a few is criminal. As the representative of the region you have got to dispel all thoughts about cutting the rail. It would be a waste of money to remove the rail when there are more pressing projects in the state to consider.

Newcastle needs the rail and so do the people!

The Cessnock and Newcastle airport areas are growing at a fast rate, it would be ideal if the Cessnock line was upgraded to Maitland and a line built to the airport, it would be a great boost to the region but I can't see this ever happening with so much infrastructure needed around the state--- but I can always dream.

Yours faithfully
Chris Smith

0407378731.