

urbanrenewal - REVITALISING NEWCASTLE

From: Victor Taffa <vt17567@gmail.com>
To: <urbanrenewal@planning.nsw.gov.au>
Date: 12/17/2012 10:18 AM
Subject: REVITALISING NEWCASTLE

TO: NSW DEPARTMENT OF PLANNING
FROM: VICTOR P TAFFA
RE: REVITALISING NEWCASTLE

Dear Sir/Madam,

Please be advised that I support plans to revitalise Newcastle City Centre.

Please be advised that I oppose plans to remove the railway line between Newcastle and Wickham. A fully revitalised Newcastle City Centre will need the railway to continue as new business brings more people back to Newcastle City Centre.

The railway line is not hampering business or connectivity in Newcastle.

Currently there is a pedestrian bridge that crosses the railway line. This bridge could be replaced by a new bridge that contained

ramps, stairs and lifts. The existing bridge only has stairs.

The current railway line conveys people from the Hunter, Central Coast and Sydney Regions.

This railway line is important in any revitalised Newcastle City Centre.

Railways have capacity and reliability that Buses do not.

An 8 car train carries many more people than buses.

This also applies to 2,4 or 6 car trains.

Planned Bus interchange facilities at Wickham cannot replace a continuing rail service.

Currently Newcastle Railway Station has 4 Platforms.

A new Wickham terminating station would also need 4 Platforms.

A new Wickham terminating station would require the purchase of more land to build the new station.

As I frequently travel from Sydney to Newcastle at present I DO NOT want to get at Wickham and transfer by Bus to Newcastle.

Newcastle needs revitalising however removing rail services will not help improve Newcastle.

When Tram services were replaced by Buses in Sydney and Newcastle the Bus service was not as good as the Tram service.

Similarly replacing a rail service with a bus service will not be as good as the current continuing service.

Improve connectivity over the railway line. Do Not replace the train with a Bus.

Kind Regards,

Victor P Taffa

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