

NEWCASTLE RENEWAL SUBMISSION

From Dennis Taylor of Adamstown Heights

WE wish to object in the **strongest possible terms** of plans to remove the Newcastle Rail Line, including any portion of the Newcastle Rail Line.

Any renewal of Newcastle and the Newcastle CBD can be made with the heavy rail & its services in place. As a matter of fact, keeping the Newcastle Rail Line will actually help in attracting people to the CBD.

Auckland is a perfect example of what happens when you remove a CBD railway. Auckland removed its CBD railway, and after they removed their CBD railway, it caused a decline of people into Auckland's CBD. Therefore, Auckland had to learn the hard and expensive way that a heavy rail line to the CBD IS needed, so they (Auckland City) had to reinstate and rebuild their heavy rail line back into the CBD at great cost. The developers in Auckland saw the advantages of heavy rail to the CBD. Putting their CBD railway back has caused investment into their CBD, and also putting back their CBD railway has caused the number of people in their CBD to increase, so much so that Auckland is now in the planning stages of extending their CBD railway.

Newcastle **must not make the same expensive mistake**, like Auckland has. Bunbury also made the mistake of removing their CBD railway, and now they are regretting that decision.

It is also claimed that the Newcastle Rail Line is a barrier. While there are places to cross, that can be fixed by having a pedestrian crossing at places for example near Worth place. And instead of a level crossing at Stewart Ave, it should have been built as a bridge.

Also having a so called terminus at Wickham is going to cause very heavy traffic congestion at, in and around Stewart Ave.

We also believe that removing the Newcastle Rail Line is nothing more than a land grab. Developers need to see that the Newcastle Rail Line is actually an asset to attract people to their development. Those who support keeping the Newcastle heavy rail line and its train services are not against good development, we are only against inappropriate development.

Most other cities would welcome having such a direct train service to their CBD. These areas had their railway removed, and had to either re-instate them or rebuild them, at a great cost. These areas are Fremantle to Perth, Brisbane to Gold Coast, Epping to South Morang, to name just a few. Brisbane had to extend their heavy rail from South Brisbane to Roma St, as Brisbane saw the advantage of extending their railway.

It is also bad thinking to remove the Newcastle Rail Line, for people that have already got to change modes of transport, for example those that live in or around Cessnock and Toronto, they already have the inconvenience of having to change modes of transport, when both should be direct trips.

It is mistakenly claimed that the Newcastle Rail Line is underused. You can see from my various pictures below that the Newcastle Rail Line is well used. The following pictures show just how well Newcastle Station is used.

My submission continues under my pictures

Sat 30 September 2012



04 October 2012



Saturday 17 November 2012



Sunday 18 November 2012

(These next pictures are all from just ONE train, and was like that throughout the day, and are only SOME of the pictures of the crowd of passengers getting off. I would estimate that this crowd of passengers was well in excess of 800, as it took 4 minutes & 18 seconds to clear the train of passengers. The trains were so crowded that they were actually overcrowded.)





Saturday 29 December 2012



When trackwork buses replace trains between Newcastle & Broadmeadow, it adds an extra 20 or so minutes onto a trip. Most people I speak to are against removing the rail line.

Not only do these trackwork buses add time, but they cause a traffic jam, as shown in my next lot of pictures, and cause situations like in the picture below.

Sunday 16 December 2012



Sunday 16 September 2012

From the same date, the next picture shows what happens when you replace trains with buses between Newcastle & Broadmeadow.



To conclude, there is no reason whatsoever that any Newcastle CBD renewal can't take place with the heavy rail line and its **direct** train services to both Sydney & the Hunter Region. As a matter of fact, having this vital heavy rail line to Newcastle CBD will actually help in bringing people to the CBD that has appropriate (and not inappropriate) development.

Removing the CBD railway is a backward step, and will actually cause a decline of people in the CBD. It is also planned to have a lot more people in the CBD (I believe it to be planned for almost 13,000), and now we have the university of about 3,000 students planned for the Civic area. All these extra people will require good efficient public transport, and the best way to do that is by a direct train service. Replacing just one eight car double deck interurban will require about 16 or 17 buses, and for the Hunter Line 2 car trains will require about 4 or 5 buses.

This is why removing the Newcastle Rail Line needs a **RETHINK**, and this is why the Newcastle Rail Line **MUST STAY WITH ITS TRAIN SERVICES** to serve this growth that will occur with any renewal of the Newcastle CBD, and with the expected population increase, and not only the expected population increase of Newcastle CBD, but the whole of the Hunter.

Dennis Taylor