



The TOOT Trains on our Tracks campaign is run by
Northern Rivers Trains for the Future Inc.

PO Box 1292 Mullumbimby NSW 2482
tel 02 6685 3786
email secretary@toot.org.au

Manager
Centres and Urban Renewal
Department Planning and Infrastructure
GPO BOX 39
SYDNEY 2001

by email to urbanrenewal@planning.nsw.gov.au

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Dear Sir/Madam,

Re: Newcastle Line

Public transport assets and services are vital to the health and well-being of individuals as well as larger communities. Walking is an important part of daily health and well-being, and public transport plays an important part of this.

Towns and cities that promote walking over car use are more alive and vibrant.

Buses, whilst useful in some contexts, are less popular with the public and do not attract the same respect and use.

Given that the Newcastle rail line exists and provides services, it is extremely short-sighted use of public funds to dismantle such infrastructure.

The University of Sydney Institute of Transport and Logistics Studies (ITLS) Transport Opinion Survey (TOPS), Quarter 3, Sep 2012 found that "Over half (51%) of Australians said that the highest priority issue for transport in Australia is public transport improvements, followed by road improvements (27%)."

In the media release by The Heart Foundation of their report *Moving Australia 2030: A Transport Plan for a Productive and Active Australia*, Dr Robert Grenfell, Director of Cardiovascular Health, says:

"Prioritising active transport, rather than cars, will help address the health and obesity crisis we are facing due to the lack of physical activity. One of the easiest ways for people to get their recommended 30 minutes of physical activity is to build it into daily routines such as commuting between home and work or home and school."

A report to assess the benefits of inclusion of active transport in infrastructure projects was commissioned by the Queensland Department for Main Roads in 2011, the study found that, for a typical off-road path located in an inner urban area 1000 pedestrians per day will generate discounted benefits of around \$7 million over a 30-year appraisal period (\$2.12 per kilometre walked).
Successful public transport

Rail is more attractive to public transport users than buses. Here are two quotes from many journal articles supporting this view.

"This attraction of passengers is known as a psychological rail factor, and it is used to express a higher attraction in terms of higher ridership of rail-based public transport in contrast to bus services.....The existence of this rail factor is widely accepted among experts" –Bus or Rail: An Approach to Explain the Psychological Rail Factor by Milena Scherer, ETH Zurich and Katrin Dziekan, Berlin Institute of Technology, Journal of Public Transportation, Vol. 15, No. 1, 2012.

"This analysis indicates that cities that expanded their rail systems significantly outperformed cities that only expanded bus systems in terms of transit ridership, passenger-mileage, and operating cost efficiency. This indicates that rail transit investments are often economically justified due to benefits from improved transit performance and increased transit ridership.—Lyndon Henry and Todd Litman, 'Evaluating new start transit program performance: Comparing Rail and Bus', Victoria Transport Policy Institute, 2006

All transport systems are most effective when there is a large network. Thus the removal of any part of the network affects the whole.

I conclude with a quote from the NSW Long-Term transport Master plan 2012, page 22:

"Improve sustainability – by maintaining and optimising the use of the transport network, easing congestion, growing the proportion of travel by sustainable modes such as public transport, walking and cycling, and becoming more energy efficient."

To satisfy this aim, at the very minimum, all existing rail links need to continue to provide service for the people of NSW

Yours sincerely,



Karin Kolbe
(President)