

urbanrenewal - Newcastle Urban Renewal Strategy - Comment

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Subject: Newcastle Urban Renewal Strategy - Comment

Comment on strategy - the starting point; bedrock.

1. Ending of central train services anywhere in the last 60 years has come to be much regretted.
2. Trains to the present Newcastle destination are a vitally central, spinal service to a unique, focal destination, whose continuation would be vital for the destination's sound progress in an era of uber efficiency, re: energy, emissions, space, people friendliness (Newcastle City Council's official policy, as opposed to car friendly), of a compactness of a sensational blend of natural and people-made features, of much to come, immediately serving the Hunter Valley, Central Coast, Sydney Metropolitan, New England and mid-north coast.
3. The only argument against this asset in the above context, of unrivalled advantage, is of a barrier to the Hunter River foreshore ("connectivity"), of the locale south of the railway line, running east from Wickham. However, the railway line is already fenced by buildings, and many are new.
4. Train services will be replaced by buses in a congested, hemmed-in peninsula, of already serious road congestion.
5. Therefore the proposed interchange will be arbitrary, forcing people to change. The goal of transport is seamlessness.
6. Separating the surrounds from the track with today's technology is an easy and inexpensive exercise.
7. The above is cause for lack of confidence in the current proposal.
8. Any strengthening of non-road private transport vastly benefits the disabled and those unable to drive, to give them a freedom otherwise taken for granted.
9. There is nothing in the paper to show that the above benefits of trains have been considered. Cross reference, "connectivity".

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