



PCU040440

Dept of Planning and Infrastructure,  
P.O.Box 39  
Sydney 2001

Re Newcastle Rail Terminal

Dear Sir / Madam.

We wish to complain bitterly regarding the decision to cut the Newcastle line at Wickham.

This is a backward step. People need the direct train right up to Newcastle station. You say you want to revitalise the CBD. This certainly will not happen if the rail line is cut at Wickham. One only has to look at the number of declining passengers when there is track work happening and one has to change from bus to train. This is ever so difficult for the aged, the infirmed, and people with disabilities, mothers with prams, young people with surfboards or pushbikes. There is no room on buses for surfboards and bicycles.

We are in our mid 70's and our daughter recently had to drive us to Morisset to join the Sydney train because of track work. We were going on a holiday and had two suitcases. No one comes to assist you to transfer your luggage from bus to train and visa versa. Attached are various letters to the editor in the Newcastle Morning Herald objecting to the decision.

We are users and passengers. The ones who made this decision have probably never tried transferring, if disabled or aged.

The train could proceed to Market Street where the gates could be re installed as they were some years ago and then on to Newcastle Station. This would be a way people could go across to the CBD from the foreshore and visa versa plus via the overhead walkway which is there already. Please use the money available to put in an overpass at Stewart Ave crossing instead of cutting the line at Wickham,

PLEASE KEEP THE RAIL LINE INTO NEWCASTLE.

Yours faithfully

Dawn Upton

16 Fraser Pde  
Charlestown 2290

27-12-12



## Keep fighting the terminators

I WAS in Newcastle this week, having travelled up by train from Sydney. It was a great journey and you arrive in the centre of the city within walking distance of the beach.

I understand that the NSW government wants to terminate the rail at Wickham. This should not be allowed and buses should not replace trains as this will add further to traffic congestion, and damage roads.

I went to a very well attended meeting at Hamilton on Wednesday night and all present opposed the termination of the rail line at Wickham. The local state member was notable by his absence. The community of Newcastle need to be commended for their continued opposition and I hope they keep fighting until the government adheres to their requests.

**Peter Hood,  
Albury**

Thank-you to all the Coalition MPs and developers, for you are planning to make it more difficult for my family to visit or do business in Newcastle. With the train line it is easy and convenient to visit the central business district, foreshore and beaches. Not so in the future. Presently I'm able to park my car at a station in Maitland, with a trip that takes 30 minutes, while by car it takes 60 minutes, sometimes more. And I don't need to worry about parking or parking meters in Newcastle.

**Scott Parrey, Maitland**

It was with some disappointment that I read the news about the cutting of the Newcastle rail line and stopping it at Wickham. I had hoped that some commonsense would prevail. Has anyone stopped to think about country people coming to our city by train? They would have to get off at Broadmeadow then change to another train to Wickham and then change again to a bus or whatever to Newcastle's central business district. If removing the rail line is so important then build the transit centre at Broadmeadow where so much of our passenger transport alternatives already stop and only have one change into the city. But then again, how can one expect commonsense from those who can't even manage to get free parking right?

**Steve Britton, Edgeworth**

Jeff McCloy must think the victorious decision for developers and government to cut the railway line will put him on the right side of history. I am not so confident. Their joint track record with the old post office has not been particularly exemplary or visionary.

**Cecily Grace, Newcastle**

## Dead CBD and Wickham chaos

WHAT a cruel hoax has been perpetrated on the old central business district.

All those years we were told that ripping up the rail was to revitalise the CBD. Now we know. There's going to be a new CBD near the main through-road at Stewart Avenue. This will be built by developers, because everyone knows that train stations are the heart of modern cities.

The businesses trying to make a go of things in the old CBD will have their parking capped at current levels. How are the new patrons going to get to them? The streets will be narrowed. The "transport corridor" that they threw as a sop is revealed as the illusion it always was.

[Hunter Development Corporation chairman] Paul Broad could not be clearer

talking to the developers ("Lock trains up for good: Broad", *Herald*, 15/12). Rip it up before they realise they've been conned.

But the people in the old CBD will be getting off lightly in their quiet cul-de-sac. The Wickham area will be chaos. Nowhere for the trains to wait before heading off again. Students stranded hundreds of metres from the university when they could have been delivered to the door. Surfers with their boards, wheelchairs aiming for the buses, bikes looking for double bike lanes and cranes everywhere building skyscrapers that will attract tenants from the old CBD.

And we have to pay extra for this!

**Stephen Ticehurst,  
Bar Beach**

**Sharon Grierson is the federal member for Newcastle.**

Buses are a poor-man's substitute not worthy of NSW's second biggest city.

The latest NSW government plan commits public funds to remove a working asset (heavy rail), build another railway station, reconfigure bus services and add extra crossings and pathways to connect the city to the harbour.

It leaves the future of the existing rail corridor uncertain and offers no resolution to the decontamination and activation of this important corridor.

The plan turns its back on the CBD east of Wickham and disconnects the rail from the harbour, the beaches and the civic centre - the cultural and future education heart of Newcastle. It guarantees continued traffic congestion and parking shortfalls that deter people from coming into the CBD.

## Concrete barrier to replace steel

I THOUGHT the main purpose of closing down the inner-city rail line was to rejuvenate Newcastle's "dying" central business district.

If we look at shopping centres in Sydney or Melbourne, the majority will be found near train stations.

If Wickham becomes the city's main transport interchange, I believe that the west end will become Newcastle's new central business district. Look at what has happened at Bondi Junction.

As for plans to preserve the rail corridor as public open space, I believe that developers will soon find a way to twist the government's arm into allowing this prime real estate to be used for high-rise commercial and residential buildings.

If that happens, the present steel barrier will be replaced with a concrete one.

**Peter Newey  
Hamilton**

I am curious as to when details will be made public about the February 19 protest about the rail closure, particularly transport options to get there.

**Mark Olive, Rutherford**

Twenty-nine years ago I moved to Newcastle to escape the modernisation of Sydney. Newcastle was like a coastal holiday place. It was a slower-paced place to live with a low-key, relaxed feel. By all means improve the infrastructure and essential services, but don't turn it into Sydney! It's OK to be sleepy.

**Trevour Pascoe, Cooks Hill**

If the rail line is closed then how long will the rail corridor remain in public hands?

Planning and Infrastructure Minister Brad Hazzard assures us it won't be sold off to developers but I suspect there are at least a few developers who have other ideas and can't wait to get their hands on it. We will then have a high-rise corridor which will block the central business district off from the harbour far more effectively than the rail line.

**Ross Edmonds, Waratah**