

**Submission
No 43**

**INQUIRY INTO PLANNING PROCESS IN NEWCASTLE
AND THE BROADER HUNTER REGION**

Name: Mr Lance Kindleysides

Date received: 12/10/2014

I am writing this submission as I feel strongly that the proposed truncation of the Newcastle rail line will have a negative effect on the life style of Newcastle and Hunter residents and visitors to our city. Firstly truncating the line before full planning and costing has been undertaken shows poor management process. The public that use the services will be disadvantaged by adding time to their travels and in some instances where a disability is involved will have a major effect.

Other government initiatives not to allocate sufficient parking at the new Court precinct and the proposed University will add to the woes of the city traveller that cannot be overcome by bus or tram services.

Additional knock-on effects of the truncation work will see the closure of Railway Street, Wickham level crossing, this is the closest alternative route when Hannel Street is congested. Additional stress will also be placed on the level crossing at Hamilton.

If the tram line is installed in the Hunter Street areas major vehicle traffic disruption will occur during construction and then will continue for the life of the tram system. Parking will be reduced and traffic will be slowed.

To improve access to the city several cheaper and more effective developments could be undertaken, including synchronisation of traffic signals on major roads and include that synchronisation with the rail network. Replacement of the Hannel Street rail crossing with an overhead bridge would relieve much of the current traffic congestion.

May I suggest that there has been little public consultation in regard to the current proposal and although the idea has been around for many years is mainly supported by developers. I and many other people fear that the disadvantages to the city and the Hunter in general far outweigh the advantages to the developers and people wishing to cross from Hunter Street in to the wharf precinct. I ask these questions:

What cost benefit analysis has been carried out and what does this analysis show and recommend?

What is the transport plan for major events in Newcastle city east end after truncation and before the full implementation of the tram?

How many additional car parking spots will be lost along Hunter Street?