

**Supplementary
Submission
No 127a**

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

Organisation: Action for Public Transport (NSW)

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Action for Public Transport (N.S.W.) Inc.

The Director
Select Committee on the Planning Process in Newcastle and the Broader Hunter Region
Parliament House
Macquarie St
Sydney NSW 2000
email: newcastleplanning@parliament.nsw.gov.au

Dear Mr Nile,

Newcastle/Hunter Planning - Second submission

Because a letter from the Minister arrived yesterday, we would like to make another submission.

The letter states in part:

The NSW Government is committed to delivering safe, accessible public transport services for customers across the Hunter region.

... we remain committed to the Newcastle Urban Renewal Strategy

...

The letter does not explain how public transport can be delivered by cutting rail services for a period of years while a light rail service is planned and perhaps built.

Moving from a rail service to a bus service and then changing again (eventually, maybe) to a light rail service will be disruptive and makes no sense. The only way to maintain public transport patronage would be to run the "interim" bus service at high frequencies (at least six per hour, with reserve buses immediately available to deal with inevitable surges in demand. Trains generally have enough reserve capacity that surges are not a problem). That would require more buses, and it would be strange to go buying more buses now if there is a light rail system genuinely planned. If frequencies are not high, public transport patronage will collapse, and that no doubt will put the light rail in jeopardy.

The strategy referred to by the Minister states in part:

The Strategy incorporates a number of initiatives designed to drive urban renewal and support growth in the city centre. They include [...] Support greater use of public transport ...

Forcing passengers to change at Broadmeadow initially and perhaps Wickham at some unspecified future date will weaken public transport not support it.

As well as creating a new, fully accessible transport interchange at Wickham and establishing light rail between Wickham and the beach, the Strategy ...

There would be no need for the interchange if the existing railway were left in place.

Conclusion:

The inquiry is urged to review the government's motives for this extraordinary proposal.

Jim Donovan
Secretary
Action for Public Transport (NSW)