

**Submission
No 45**

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

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Gary Jones,

1

The Director Select Committee on the Planning Process in Newcastle and the Broader Hunter Region;

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Tuesday 07 to Thursday 09, October 2014 – Improve not remove the Rail Line into Newcastle.

I would like to see the rail line to stay between Wickham and Newcastle with the rapid 4 minutes to travel time, transport system and all trains to keep going to/from Newcastle station and Newcastle station has 4 platforms.

Been trying to close down this train line into Newcastle for over 15 years now, in 2000 tried went the Olympics Games was in Sydney, should have been trying to get people on trains and into Newcastle, not trying to close it. In 2003, Newcastle Herald said there was ghost (empty) trains running at a time where low people at the station what was wrong, some trains are full, and some are not its all on the time of day or night you are there. And every time these topics come up and the train into Newcastle stayed running.

If you travel from Sydney on a train at: 09:15 and what's gets into Newcastle station at about 12:00 (2 hours and 45 minutes), where no one wants to change at just the last 4 minutes on to a bus, what would take them 30 minutes more time to get there (3 hours and 15 minutes).

Terminating the line will not help 'Hunter community demand a fast 2 hour intercity train service linking Newcastle and Sydney' (was on the 17:15 intercity train from Sydney to Newcastle on Tuesday 02 July 2013).

Please do not terminate the line on 26 December 2014, without first having a plan in place and having all the financial backing needed to build a new station and have this new station build first then remove the line, to cut the line, when have no plan and have no financial backing to do anything, you wouldn't know the whole new station may not ever be built like when the government have no financial would be wrong to do anything with the line.

- Changing on to buses or tram would take you longer to get into Newcastle and home again, have to walk into CBD area off the train? Some people could go somewhere else to shop, if they can at some other location, if you had to change onto a bus just before you got into Newcastle.
- Some most likely they will drive their car into Newcastle, with more cars on the road, a bus would get stuck in traffic and would take longer to get there into Newcastle.
- Children won't be allowed on Government buses with their surfboards.
- People with bicycles won't be allowed on Government buses. They would have to ride their bicycle into Newcastle off the train.
- A Government bus has only space for two mothers with prams or strollers on each bus.
- A bus will not have the carrying capacity of an 8 car double deck train full with people, trying to get home all at the same time, after end of an event hold in Newcastle sometimes.
- Running buses would put more diesel fumes into the air environment over Newcastle.

- The Government is running down the railway line into Newcastle, not restoring the stations, never have put in any footbridges over along the railway line between Civic and Wickham Stations and have not put in yet the new Digital schedule boards for train information at Newcastle Station.
- The GPT Group had \$650 million development of Newcastle central business district, was all or mostly of this money only for to build new building's near Newcastle Station; depicted large building enveloping Newcastle Station and Wharf Road back past Queen's Wharf. For the GPT to do this they need the land or can not do. Could be why the GPT in 2008 halt investment on its proposed \$650 million for Newcastle, Ms McKay said GPT had to understand it was just one stakeholder and the Government's decision on the rail line needed to consider the whole community.
Was the GPT with the ICAC investigating the rail line truncation issue?

Would be better to put the railway line under ground between Hamilton and Newcastle (3km), and could go around with some more station run under ground back to Hamilton station in a loop, where you can only a way to get an 8 car double deck train into Newcastle.

Then why the Government do not want to put the rail line under ground into Newcastle? As a bus and a tram will not work as they are not big enough for the capacity (same of an 8 car double deck train) of people what sometimes goes into Newcastle, Civic and Wickham for the Foreshore and Beaches.

If everyone wants the top to be free, any other way like a bus would never work if you have a real large number of people to get out of the Newcastle CBD area and an 8 car double deck train would only work better.

First the railway line between Newcastle and Maitland would have to be change to electric trains, by electrifying the line from Hamilton (and Broadmeadow) and Maitland (and to Telarah) mostly 4 lines (27km), and have to rise up some low bridges what is alone the line to Maitland. Maitland station has 4 platforms too.

Then some electric intercity double deck trains could travel between Maitland and Sydney and back for those people who live alone the Maitland line, if the Railway really does electrify the line into Maitland in the near future.

Hope the Railway of NSW keeps the railway line going (where is now or in the near future put the railway line under ground) into Newcastle Station and really does electrify the railway line into Maitland Station in the near future too.

Newcastle Station has been there since 1858, Civic Station (1857) and all should be under Heritage listing for the buildings, points at Newcastle Station and tracks (line) between the two stations.

I have seen a real lot of people on platform 2 and 3 in Newcastle station on Sunday 5 October, what a one bus would not work for them, where you would need a 4 car double deck train or maybe an 8 car double deck train to get all those people to get out of Newcastle area.

And I have be on a Hunter 2 car train from Civic station the train of full, where you would need a bigger train running, like a 3 car train or maybe a 4 car train on some services mainly during the day time on all trains running on the Hunter line trains.

I feel money would be better spent on improving the excising system over the Hunter Line;

- Some other Stations on the Hunter Line need the new Digital train information on them too, like what are now on Maitland Station (from Friday 27-06-2014) and Broadmeadow Station has. Like on my home station of Beresfield, would help to know what type of train if is; an all stations or one that do not stop at East Maitland and High Street stations.

- Some of the Hunter Station platforms need urgent work to have them built up higher for the new train running. The other older train have a step down and the new train is higher from platform and train, where you would have to build up them all, if there platform are low.
- Need to try and stop the trains from running late; at Beresfield, on Thursday 2nd October the 07:09 to Maitland was 12 minutes late and on Thursday 18th September the 07:09 to Maitland was 22 minutes late (the Sydney train broke down stoped at Civic, and Hunter train could not get pass, no train can go around on the other line. This line into Newcastle need to a bidirectional track where a train can go any way, and can go around a broke down train.
- Newcastle Station – need to but a Digital schedule boards for train information at this station
- Civic Station – need to but a Digital schedule boards for train information at this station
- Between Civic Station and Wickham Station, need to put in some footbridge over the railway line.
- Wickham Station – need to but a Digital schedule boards for train information at this station, and need to make platform two longer for a whole 8 car trains, would have to remove the signal box first.
- Hamilton Station – need to but a Digital schedule boards for train information at this station and need to put a roof along the whole platform one, so when it is raining people can still walk out along the platform for an 8 car train, and need platform two made longer for whole 8 car trains
- Waratah Station – need a new footbridge and with a lift at this station.
- Warabrook Station – new Station from 1995
- Sandgate Station – an all stations only train stops here
- Hexham Station – an all stations only train stops here and need the platform made longer for the whole train, not keep using the (SPM) Short Platform leave from middle doors, and on some trains say to use the front door.
- Tarro Station – an all stations only train stops here
- Beresfield Station – need platform two build up a bit for the new train running. Said need to work out how to rise up the roof on the building at the station first.
- Thornton Station – need to build up the two platforms
- Metford Station – new Station from 1995
- Victoria Street Station – need a new footbridge and with a lift at this station, to replace the old heritage one.
- East Maitland Station – an all stations only train stops here
- High Street Station – an all stations only train stops here
- Maitland Station – need platform one built up higher for the new train running, and put in another footbridge at Newcastle end of the platforms between platform one, platform two/three and platform four and over to the highway footbridge. As in April 2015 (next year) will be the 30 years of steamfest at this 1880 old train station.