

**Supplementary
Submission
No 11b**

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

Name: Mr Agner Sorensen

Date received: 29/09/2014

Hi

The State Government promised seamless travel at the Light Rail/heavy rail interchange. Plans published in the Newspapers show that this is not going to be the case. Newspaper show that the light rail will stop on one side of the street and passengers will have to walk across a busy road to meet the connecting heavy rail train. This is not seamless travel.

It appears there has been no modelling done to ensure that the planned transport light rail will flow seamlessly.

It is reported that 8 car trains that go to Sydney cannot be marshalled at Wickham. I understand that marshalling of trains at Wickham is not possible for many services, meaning many passengers will have to go to Broadmeadow to board some Sydney services.

In your inquiry you need to talk to Government Transport people to see the modelling plans for seamless travel by light rail, for at this stage seamless transport is not going to happen.

My estimates is that a current 2 minute journey by current heavy rail will turn into a 35 minute journey for a number of passengers. This can be avoided by not spending \$360, million and leave Newcastle train transport as is. You save \$360 million to be spent on other needed things in the State and Newcastle gets to keep the superior train transport.

My estimates are for people travelling by current trains, then moving to Light rail will have people getting up earlier in the mornings and getting home later at nights. The cost of this I estimate to be worth some \$18 million a year in lost time spent travelling by passengers.

The additional travelling times on passengers will flow onto passengers lives where arrangements are made for child care, meal time, school etc. So there is this social aspect coming from the inferior proposed light rail system.