

Wickham Interchange Submission No. 1
30 August 2014
Victor P Taffa

Special Interest Reasons:

- Previously worked as a Taxi Driver from Oct 2002-May 2007.
- www.isput.com.au that supports Light and Heavy Rail in Sydney since 2009.
- Since 1975 I have had a keen interest in both Heavy Rail Trains and Trams.
- Member, Australian Railways Historical Society, NSW Division.
- Member, Sydney Tramways Museum.

On 11 June 1950 Trams operated for the last time in Newcastle on the Waratah Line. Newcastle had a comprehensive Tramway system that preceded the complete closure of the Tramways in Sydney on 25 February 1961.

Both Newcastle and Sydney should never have abandoned Tramway Networks. The reasons that were officially given for scrapping Trams are the same excuses given now to destroy the Newcastle and Sydney Heavy Railway Lines.

The New South Wales Railway Line from Sydney-Parramatta opened on 26 September 1855 and the Newcastle Railway Line opened on 30 March 1857. Prior to the opening of the Sydney-Parramatta Railway Line in 1855 some people urged then New South Wales Governor Denison to operate Horse Drawn Tramways instead of Heavy Rail Trains.

My www.isput.com.au ISPUT website supports light and heavy rail. Light Rail should not replace Heavy Rail.

High Speed Rail (HSR)

When HSR is introduced Federal Government studies has listed Broadmeadow as a HSR Stop. HSR between Sydney and Brisbane will attract more people onto Rail. Novocastrians will need to connect to Broadmeadow and as such Newcastle Heavy Railway Station is well placed to handle that increase in patronage.

Hunter Valley & Central Coast

Many people travel into Newcastle from the Hunter Valley and Central Coast to go to work or the Beach. Many hundreds of thousands of commuters will be disenfranchised from a reliable means of transport as Transport Connections will be unreliable. The existing rail service provides a seamless and efficient way to travel to the heart of Newcastle. Other existing transport interchanges do not provide reliable service connections as timetables between differing modes of transport are never timed to connect up easily.

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Newcastle Heavy Railway Line Corridor

Given the nature of ICAC hearings into land developers it is very hard to see how people can justify cutting back the Newcastle Line to Wickham and then have Railway Land sold to developers.

If no Railway Land is to be sold to developers, why should the Newcastle Railway Line be cut to accommodate Light Rail which in essence is just modern day Trams that were abandoned in 1950?

If the Newcastle Heavy Railway Line is cutback, Newcastle is not the only seat that the Baird Government will lose at the 28 March 2015 New South Wales Election.

ISPUT Website (Improve Sydney Public Transport)

www.isput.com.au ISPUT website contains many Pages with PDF Maps for Light and Heavy Railway Expansion and Extension. A copy of The Newcastle Light Rail Map has been inserted as a part of my Submission. Each of the routes is double track with raised island platforms at every Light Rail Stop.

Previous Submissions

A Copy of my 4 Part Sydney CBD & Inner East Light Rail submission is contained in ISPUT. This can also be read on the Department of Planning website. My submission supports and recommends improvements put forward in the EIS.

Conclusion

Newcastle needs Light Rail but not at the expense of Heavy Rail.

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NEWCASTLE LIGHT RAIL
Tramways for the 21st Century

