

What does the evidence tell us?

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It cited “a detailed analysis” by Transport for NSW that showed that “Hunter Street was not the preferred option” due to:

- space constraints that would limit urban renewal initiatives such as walking and cycling facilities; outdoor events, entertainment and dining; and street landscaping,
- negative traffic impacts and longer travel times for motorists and rail passengers,
- loss of street parking,
- higher costs, greater delivery risks and negative impacts on local businesses.

In a draft booklet prepared by Transport for NSW around the same time, the then Minister for Transport (now Treasurer) – Gladys Berejiklian – referred to “a rigorous assessment” that supported a route “along the existing rail corridor”.

The government’s evidence also shows that a route along the existing corridor could save around \$100million – money that could be used for improving the city, and expanding public transport.

**The pattern of evidence is clear:
Rail on the rail corridor `is` the best option!**

#LetsFutureProofNewcastle

GET MORE INFORMATION:
www.facebook.com/KeepRailOnTheCorridor



“We have always said we would involve the community in any decisions regarding the future of the rail corridor ”

**Premier Mike Baird
Thursday 4 December 2014**

**Keep Rail
on the
Corridor!**



KROC - BUSINESS 9/2016

Is your business on the line?



((PERMANENTLY!))

**Keep Rail
on the
Corridor!**



The Baird government is pushing ahead with its plan for trams along Hunter and Scott Streets regardless, ignoring widespread community opposition and expert advice, and importantly the impact on local businesses.



Make no mistake about it, the government's proposed light rail system could kill many city businesses.

Which of these will your business suffer from?

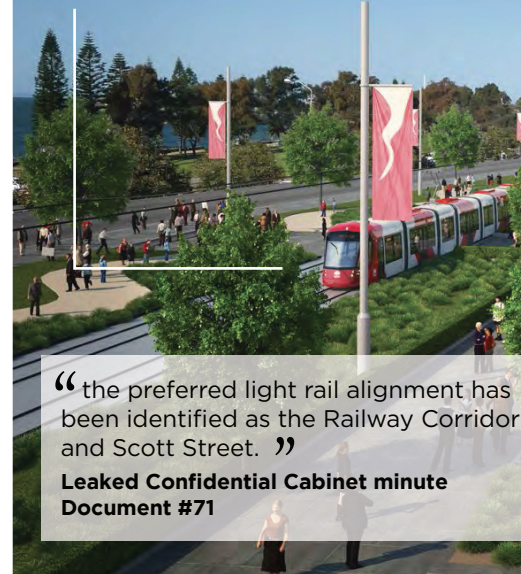
- ✓ Disruption to trade during and after construction of light rail in Hunter and Scott Streets
- ✓ Permanent loss of customers to other centres offering better transport access, more parking, and fewer traffic jams.
- ✓ Longer travel times for your CBD customers and workers
- ✓ Less convenience and reliability, and higher fares for customers and workers forced to interchange between trains, trams and buses
- ✓ Loss of the popular and successful fare-free zone used by your customers and workers to move around the CBD
- ✓ More cars causing more noise and pollution in city streets
- ✓ Fewer parking spaces for CBD customers and workers
- ✓ No business compensation plan to help your business cope with these impacts.

Most of these issues could be solved if rail is simply left on the existing rail corridor. If your business and livelihood will be placed on the line, by trams along Hunter and Scott Streets, see what action you can take at KROC's Facebook page:

www.facebook.com/KeepRailOnTheCorridor

PLAN 'A'

(Light rail on the existing corridor)



However, what we're actually getting is ...

Illustration: REVITALISING NEWCASTLE
An integrated transport solution (Consultation document)
December 2013

PLAN 'B'

(Light rail on Hunter Scott Streets)



Our city is no longer serviced by trains, but what will replace them?

An inadequate tram system to replace trains from Wickham will occupy two lanes on Hunter and Scott Streets between Worth Place and Telford Place.

The city's central road will be taken over by a tram system that allows no room for anything else: no cycleways; little parking; certainly no trees or widened footpaths.

What will be the consequences?

The bus terminal at Newcastle station will disappear. Almost no buses will run through the city.

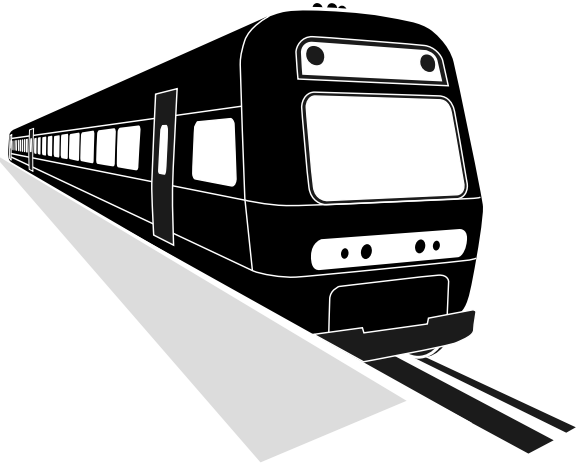
The successful fare-free bus zone will disappear, forcing passengers onto a slower fare-paying tram covering a much smaller area.

Stockton Ferry passengers will have to change transport modes twice to get to further destinations.

Businesses will lose customers who can't travel easily to or park near their businesses.

Despite repeated assurances to the contrary, the state government now seems intent on developing, and may also privatise, most of the publicly owned rail corridor.

Rail on the Corridor is the way to go!



The state government is pushing ahead with its plan for trams along Hunter Street, ignoring widespread community opposition and expert advice ...

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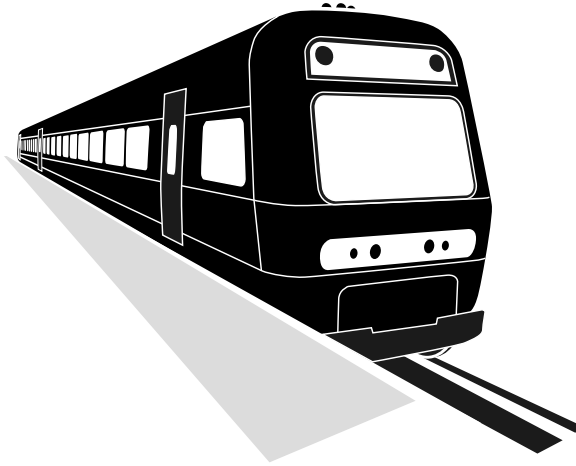
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A clear majority of submissions to UrbanGrowth's community consultation supported retention of rail on the existing corridor to Newcastle Station. Two citizen surveys of transport users yielded similar results.

UrbanGrowth NSW misinterpreted their own survey results to claim a majority of participants supported development on the corridor. We dispute this conclusion!



YOU CAN STILL DO SOMETHING ABOUT IT

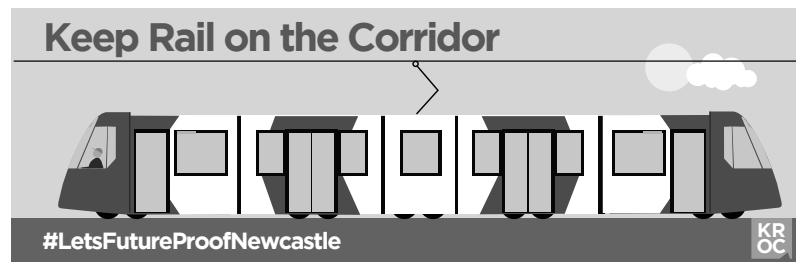
- SIGN the KROC petition,
- TELL US what rail options you support and what your needs for public transport are. Do this 2 minute survey today* at: <https://www.surveymonkey.com/r/Holly1>
- GET MORE INFORMATION at www.facebook.com/KeepRailOnTheCorridor
- Contact Premier Baird, Transport Minister Constance and your local NSW MP.

Tell them to stop serving only the Property Council and listen to the people. Newcastle and the Hunter deserve an efficient, seamless transport system. We want rail on the corridor, not on Hunter Street.

Help KROC by SENDING EMAILS of this leaflet to people you know are interested. Volunteer at <https://www.surveymonkey.com/r/forvolunteers>.

Thanks for taking action and making sure we get the public transport we really need.

* The link to the 2 minute survey changes regularly to prevent its misuse and is not being publicised. Please use it as soon as you can today. You can do it on your smart phone. We apologise if you can no longer use the link.



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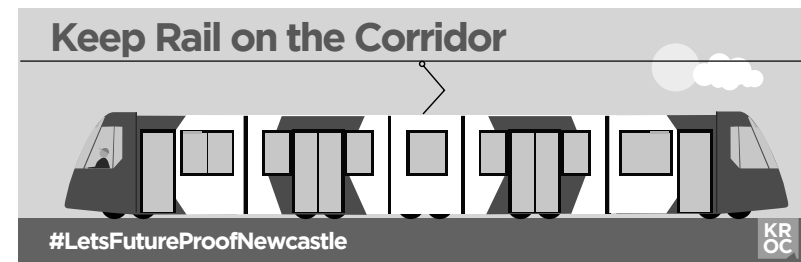
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