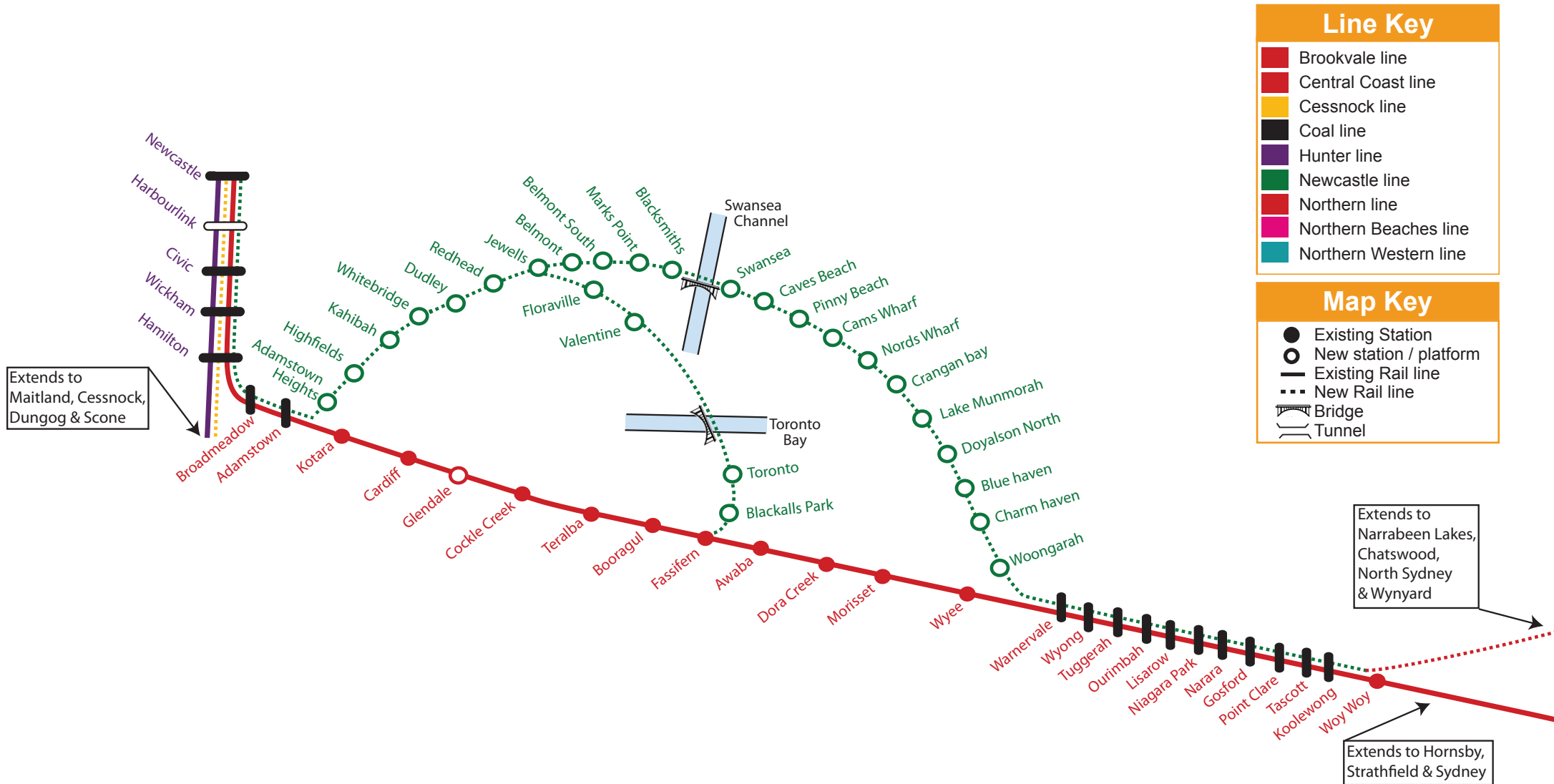


IMPROVE REGIONAL AND RURAL RAILWAYS

Newcastle line



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Newcastle Line

Community Benefits and Concerns

- The Newcastle Line will restore rail services to Toronto and Belmont and incorporate rail bridges across Toronto Bay and Swansea Channel.
- The rail bridge across Toronto Bay would include foot access, a cycleway and there would be no provision for vehicular movements.
- The existing road bridge across Swansea Channel would be replaced with a new dual road and rail bridge.
- The wide Pacific Highway reserve that divides the Swansea shopping centre would incorporate the railway line.
- The Newcastle Line will increase capacity for the existing Northern Line, reduce rail congestion and allow for rail services to operate during track work on other lines.
- Northern Line services at Woy Woy and Gosford during Peak Hour are experiencing increasing patronage and the Newcastle Line will ensure that rail services can handle population growth into the future.
- Harbourlink Station will be located between Newcastle and Civic. Currently railway stations that service Newcastle are placed further apart than those in Sydney and with population and development increasing in Newcastle, Harbourlink Station will cater for this demand.
- Glendale will service a shopping centre development and is located between Cardiff and Cockle Creek on the Northern Line.
- Concrete sleepers would be laid so as to reduce track expansion in times of extreme heat.
- Irrigation pipes would be laid along the line so as to channel waters into inland New South Wales and 'drought proof' our great state. This is particularly important in view of the floods in Queensland and bush fires in Victoria both in 2009.
- All existing Railway stations would be upgraded to allow for platforms capable of servicing an eight car train as would all new railway stations. The heritage aspects of existing railway stations would be enhanced.
- Hamilton, Adamstown and Woy Woy would be Interchange stations and commuters and tourists will be able to change trains for the Hunter, Cessnock, Central Coast and Northern Lines.
- 'Diamond' and 'T' Junction and Grade separations would be constructed along the line.
- The car, taxi, bus and coach industries will not be adversely affected by the construction of the Newcastle Line.
- The Pacific Highway and the F3 will become safer to use as a result of the construction of the Central Coast Line. Whilst the F3 has been widened to 6 lanes in 2009, Newcastle and the Central Coast will require additional railway lines to accommodate an increasing population and within 6 years the F3 will have reached capacity.
- Road fatalities will be reduced and as a result car insurance premiums will fall.
- Truck drivers and couriers will be able to deliver goods more easily.
- Introduction of a multi-modal charge card for train, bus and ferry travel similar to the E-Toll account or Cab charge card.
- Enable commuters to purchase train, bus and ferry tickets on the internet.
- Separation of railway line planning from urban planning.
- Financing of this railway will come from public, private and **RAILWAY BONDS**.

Newcastle Line

Newcastle
Harbourlink
Civic
Wickham
Hamilton
Broadmeadow
Adamstown Heights
Highfields
Kahibah
Whitebridge
Dudley
Redhead
Jewells
Belmont
Belmont South
Marks Point
Blacksmith
Swansea
Caves Beach
Pinny Beach
Cams Wharf
Nords Wharf
Crangan Bay
Lake Munmorah
Doyalson North
Blue Haven
Charm Haven
Woongarah
Warnervale
Wyong
Tuggerah
Ourimbah
Lisarow
Niagara Park
Narara
Gosford
Point Clare
Tascott
Koolewong
Woy Woy

Jewells via

Floraville
Valentine
Toronto
Blackalls Park
**Change at
Woy Woy
for
Northern Line
Central Coast Line
Northern Beaches Line
Brookvale Line**