

Submission  
No 12

## **THE TRANSPORT NEEDS OF SYDNEY'S NORTH-WEST SECTOR**

**Organisation:** Independent for Ryde

**Name:** Mr Victor Taffa

**Date received:** 26/09/2008

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## **SUBMISSION**

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### **TRANSPORT NEEDS OF SYDNEY'S NORTH-WEST SECTOR**

GENERAL PURPOSE STANDING COMMITTEE NO.4

**TO:** THE DIRECTOR, General Purpose Standing Committee No.4.

Legislative Council, Parliament of New South Wales.

**FROM:** Victor P Taffa.

This submission is in response to the advertisement that appeared in the Northern District Times, on Wednesday September 24, 2008.

MY submission will address the 4 terms of reference set down.

My interest in our Rail Network dates back to 1975, however in the year 2000, I sent in a submission to the EIS Stage for the Cross City Tunnel advancing the need to build a new city railway. When submissions were called for the Parramatta to Chatswood Railway, I wrote a submission supporting it. When submissions were called for the North West Metro, I wrote a submission and opposed it.

Prior to January 2001, I compiled a series of proposals to upgrade and expand the Sydney Metropolitan Rail Network. Attached are copies of my proposals.

Also I have nominated as an Independent Candidate for the Ryde By-Election to be held on Saturday October 18, 2008. I will campaign on local issues and my NEW EASTWOOD RAILWAY. Attached are copies of related information.

#### **Reference Point 1:**

As included in my proposals, I believe that the North-West of Sydney needs not just one new Railway line, but five:

These being the:

- Eastwood Line.
- Northern Beaches Line.
- North Western Line.

- Hills Line.
- Winston Hills Line.

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Any new bus or Light Rail routes should be as Feeder services to Railway Stations.

Having been a Taxi Driver, one of the biggest disincentives for people not to use public Transport is the need to complete one journey, which is from home to work and back by changing to different modes of transport.

An Integrated Transport Network relies on convenience. Extending the existing Rail Network makes it easier for commuters to complete their journey.

Buses and even Light Rail have to compete for road space and so that is why Heavy Rail is the most effective means of moving large volumes of people.

**Reference Point 2:**

As contained in my proposals, there is a 4 point plan to finance new Railway Lines.

Commonwealth Government Funding: The Commonwealth Constitution provides for the construction of Railways.

State Govt. Funding: Every government department EXCEPT HEALTH would have their budgets cut by 10% for FOUR years to pay for new railway lines.

Private Consortium Involvement: Enables new railway lines to be built years ahead that is normally possible.

Railway Bonds: These are the same as government bonds. Railway Bond would have the guarantee of the New South Wales Treasury.

**Reference Point 3:**

As stated above and also in a submission to Sydlink, I do not support the North West Metro. The London "Tube" covers a distance from the Sydney CBD to Strathfield. The St. James Tunnels were built by Dr. Bradfield in the 1920s for Heavy Rail with extensions to the South East and South West. Lanes 7 and 8 of the Sydney Harbour Bridge were originally intended for a Northern Beaches Railway. Eventually when the bridge opened in 1932, the Neutral Bay Trams used the lines and Platforms 1 and 2 of Wynyard Station were Tram Platforms until 1958. The North West Metro also requires use of carriages that have minimal seating. Sydney geographically is suited to Heavy Rail. If we were suited to Metro in the 1920s, Dr. Bradfield would have planned for that. Many have said that Metro is "new technology." Japan has had the world famous 'Bullet

Train' for many decades .The North West Metro is to be Driverless and with no guards. The issue of Public safety is paramount and that cannot be guaranteed with the North West Metro.

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**Reference Point 4:**

As contained in my Railway Proposals, I believe there is a need to include the following:

Minister for Railways.

New Legislation:

Railway Construction Act:

This would allow for the construction of new Railway lines above/below ground wherever the need arose. There would be no requirement to obtain the permission of a Local government council or the Department of Urban Affairs and Planning. This Act would not operate once a Railway Line had been constructed and the type of development that would occur along the route of the new Railway Line would be governed by existing procedures. Futhermore, this Act would still require an Environmental Impact Statement to be produced when new Railway Lines are to be built.

Railway (Land Development) Provision Act:

This would encourage the construction of a new Railway Line in an area where large tracts of land were being subdivided into new suburbs. At present new suburbs are being established without the provision of a new railway line. At the time of subdivision, the developer would pay a levy on the value of land at that time in the form of Railway Bonds. Of course the value of land once a railway line is built increases, so the levy would be easily absorbed into the cost of development. Payment in the form of Railway Bonds gives the developer an opportunity to recover the original levy paid and gain positive public recognition towards the construction of the new railway line.

Transport Zonal Ticketing Co-Ordination Act:

This would ensure that train, tram, bus, light rail and ferry fare structures were co-ordinated in size and mode across Sydney.

Transport Timetable Co-Ordination Act:

This would ensure that buses, light rail, ferries met with rail timetable at interchanges.

Some of the above 4 pieces of proposed legislation could be included in Reference Point 2.

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Construction of new 'Y', 'Diamond' and Rail grade separations.

Peak Hour services every 5 minutes

Off Peak services every 15 minutes.

Abolition of printed timetables

ETAG introduced immediately.

Single Deck Carriages with multi directional seating and side of carriage electronic destination signs and with wheel chair bays. (Sydney had single deck rail carriages for about 60 years. I also put this idea in my proposals in 2001.

New Rail Depot/Maintenance centres at Riverstone and Kemps Creek (as per my proposals).

Light Rail from Central to Circular Quay and Lilyfield to Dulwich Hill.

Reconstruct/Realign sections of the Northern, Illawarra, Southern and Western Lines.

Quadruple sections of the Northern, Illawarra, East Hills, North Shore and Freight Lines.

Duplicate the Carlingford, Cronulla and Richmond Lines.

Complete the Parramatta to Chatswood Line.

#### Conclusion:

North West Sydney needs a Heavy Railway Line. As I have outlined, more than one is required to meet not only today's demands, but future growth. For many decades Railway expansion has been opposed and Sydney is paying the price for it. Building Private Toll Roads has shown that this is not an answer to traffic congestion.

Our existing Rail Network is reaching capacity and needs expansion and upgrade. Action is needed today because tomorrow the price will continue to escalate. The problem will not go away as Petrol reaches \$2.00 or \$2.50 per Litre soon.



**Proposals for the Expansion of the Sydney Metropolitan and Regional  
New South Wales Rail Networks**

Victor Taffa. January 18, 2008.

Originally, I produced a comprehensive plan to expand the Sydney Metropolitan Rail Network, in January 2001.

The '*Long-Term strategic plan for rail*', overview report for the greater Sydney metropolitan region was produced in June 2001, of which I received a copy.

My proposals, which were updated in 2003, were for **heavy rail**. The idea of Metro rail was not evident at face value to me as contained in that report, produced by the state government.

It is now clearly obvious, that my proposals need to be presented again. Importantly, my proposals **DO NOT** need to sell off the electricity grid in order to finance their construction.

Also more than one new rail line should be under construction at the same time.

Key priorities are:

- Extend the light rail from central to circular quay.
- Extend the light rail from Lilyfield to Dulwich Hill.
- Connect Parramatta to the Carlingford line and extend to Epping.
- Duplicate the Richmond line.

Construction of new, or extension to existing rail lines as proposed are as follows:

**Bradfield Line:**

The current city lines are at capacity.

**North Shore Line Extension:**

Another harbour rail crossing is required, particularly when the Epping to Chatswood line opens.

**Eastern Suburbs line Extension:**

Linking Bondi Junction to Green Square will provide Randwick & UNSW with a much needed railway.

**Eastwood Line:**

Running under Victoria Road, emerging at White Bay, proceeding across the **OLD GLEBE ISLAND ROAD BRIDGE** and connect to the North Shore line Extension.

**Northern Beaches Line:**

The construction of a Northern Beaches Line is long overdue.

**North-Western Line:**

Allows Hornsby to be linked across to Riverstone and beyond to St. Marys. This will add a much needed boost to public transport users in this heavily populated area of Sydney.

**Hills Line:**

While the Eastwood Line is under construction, it would proceed to Castle Hill, Kellyville, Parklea and end at Erskine Park.

**Winston Hills Line:**

Linking Parramatta to Riverstone provides the residents of Baulkham Hills with a railway.

**Northern Line Extension:**

Extend above and below ground the Northern Line to Hurstville. This will ease traffic congestion on METROAD 3.

**Cronulla Line Extension:**

This will provide the residents of Menai with a railway. As the Cronulla Line is now being duplicated, it would also ease congestion on the Illawarra Line, by linking it to Bankstown.

**Bankstown Line Extension:**

Linking Bankstown airport and Green valley, provides residents with an improved link to the Sydney CBD.

**Carlingford Line Extension:**

Provides trains on the carlingford line to continue to Liverpool. Leaving the Carlingford line as a single track branch line is an under utilised yet important piece of rail infrastructure.

**East Hills Line Extension:**

This extension will allow for the increasing demand of the residents of the south-west with better access to the Sydney CBD.

**Macarthur Line:**

Linking Macarthur with Parramatta, trains could then proceed onto the Carlingford line to Epping and the Sydney CBD. This would ease congestion on the East Hills Line and reduce travel times to the Sydney CBD.

**Campbelltown Line:**

Connecting St. Mary's with Campbelltown on an above ground line.

**Richmond Line Extension:**

The Richmond Line at Blacktown would go underground, emerging at villawood. This would ease congestion on the western line and improve services on the Richmond line.



**Lower Blue Mountains Line:**

It would ease congestion on the narrow, windy western line at Glenbrook. The line would commence at Mt. Victoria and connect via a high viaduct with the Richmond Line. This line would become a major tourist attraction with clear top carriages similar to that of the Canadian Rockies train.

**Princes Line:**

Utilising an above and below ground route from Green Square to Engadine. This would ease congestion on the Illawarra line, and reduce travel times to Wollongong for commuters.

**Financing**

1. Federal Govt. Funding: The commonwealth constitution provides for the construction of railways.
2. State Govt. Funding: Every government department **EXCEPT HEALTH** would have their budgets cut by **10%** for **Four** years to pay for new railway lines.
3. Private Consortium Involvement: Enables new railway lines to be built years ahead that is normally possible.
4. Railway Bonds: These are the same as government bonds. Railway bonds would have the guarantee of the NSW Treasury.

**Construction:**

1. The period of time to construct new railway lines would be a 20 year period.
2. There would be three lines under construction at the same time.
3. New railway lines would incorporate sewerage and drainage pipes, Pay TV and electricity cables.

**Legislation:**

1. Railway Construction Act
2. Railway (Land development) Provision Act
3. Transport Zonal Ticketing Co-ordination Act
4. Transport Timetable Co-ordination Act.

**Timetabling and Ticketing:**

- New rail lines with 'Y' and 'Diamond' links and rail grade separations are built into the current network so that services in peak hour would be at intervals of **FIVE** minutes and **FIFTEEN** minutes in off peak. New and innovative services could then be introduced that currently do not operate.
- The abolition of printed timetables, making for a more effective and highly patronised rail network.
- The **IMMEDIATE** introduction of an electronic ticketing system for all modes of transport, public and private.

**Summary of proposed general rail improvements:**

*Reconstruction/realignment of:*

1. Northern line between Hornsby, Newcastle and Brisbane.
2. Illawarra line between Sutherland and Wollongong.
3. Southern line between Macarthur, Goulburn, Canberra, Cooma & Melbourne.
4. Western line between Penrith, Orange and Broken Hill.
5. Quadruple the Northern line between Hornsby & Strathfield.
6. Quadruple the Illawarra line between Hurstville & Sutherland.
7. Connect Parramatta to the Carlingford line and extend to Epping.
8. Duplicate the Richmond line.
9. Quadruple the East Hills line.
10. Quadruple existing Freight corridors to allow for passenger use.

*New rail depot/maintenance centres:*

- Riverstone and Kemps Creek.

*New Rolling Stock:*

- Single deck carriages.
- Multi-directional seating.
- Side of carriage electronic destination signs.
- Wheel chair bays.

**The full details of my proposals are available on hard copy and can also be downloaded upon request.**

**Associated maps are also available on hard copy and easily accessible upon request.**

**Conclusion:**

Expanding the current rail network rather than building a new network of metro lines is far more likely to reduce traffic congestion. These proposals can be built into an existing network. One large disincentive to people commuting by public transport is because of the need to change to different modes of transport to complete one journey.

Metro rail lines are a separate network and it is likely that they will not achieve the desired outcome sought by the state government.

If the emphasis is for Metro over the existing Rail Network, What do current or future Governments propose we do to it?

Bus Transit ways are limited in their potential as commuters prefer not to use more than one mode of transport where ever possible.

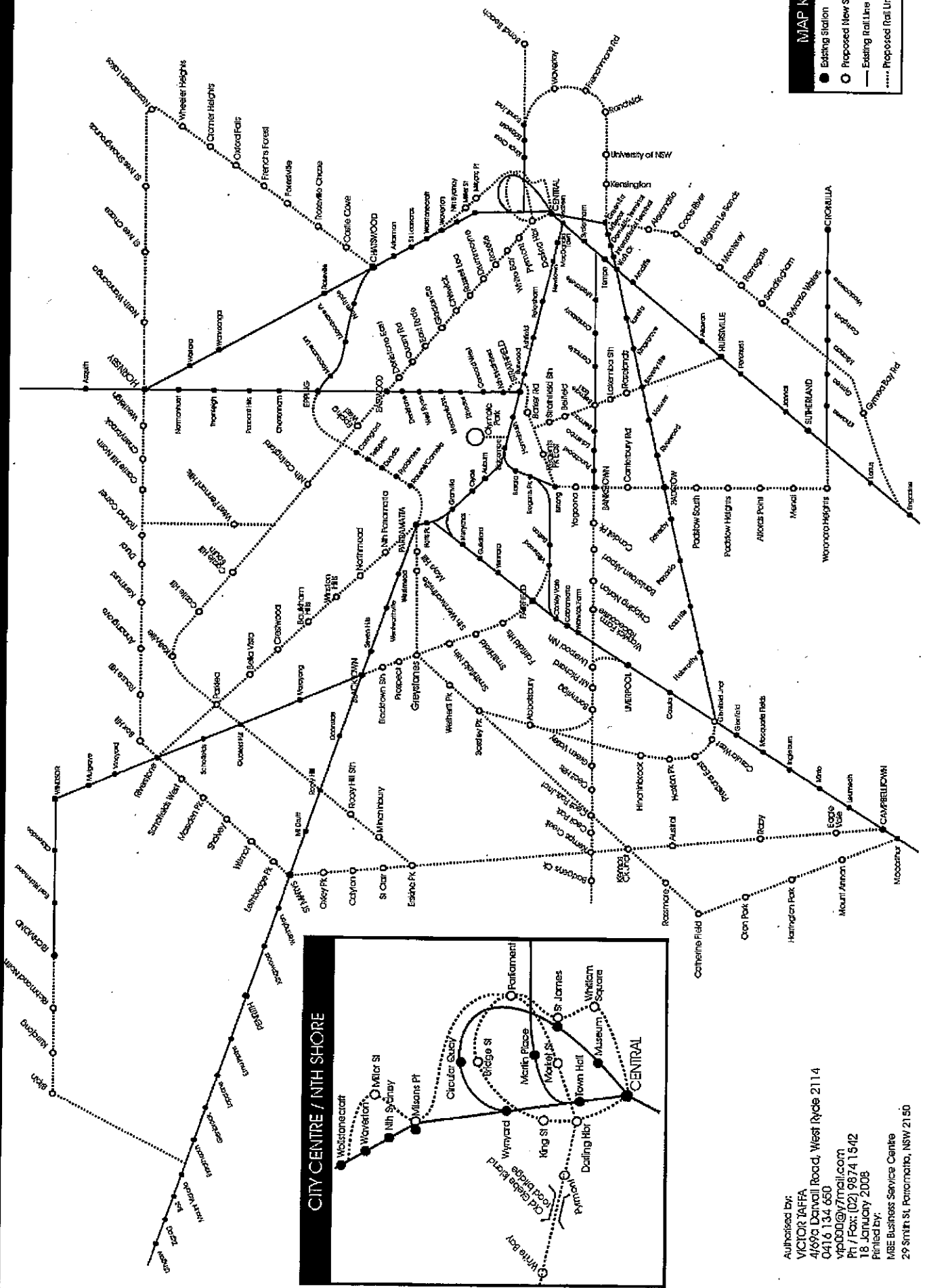
Bus lanes are a limited measure as they still are affected by varying traffic conditions.

An expanded rail network has its own dedicated tracks and can link into the current rail network seamlessly.

Expansion of the current rail network is long overdue and cannot be put off if Sydney is not going to come to a standstill.

Commuters will continue to use Public Transport, particularly as petrol reaches \$2.00 or \$2.50 Per Litre soon.

# IMPROVE SYDNEY PUBLIC TRANSPORT (ISPUT) - Expansion of the Sydney Metropolitan Rail Network



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## COMMUNITY INVOLVEMENT

**YOUR RAILWAYS: OUR FUTURE  
PUBLIC HEAVY RAIL - NOT PRIVATE METRO**

**VOTE 1**

**VICTOR TAFFA**

**SATURDAY OCTOBER 18 2008**

## MEMBERSHIPS:

Balmain Tigers, Ryde-Eastwood Leagues Club, North Ryde RSL, Eastwood Rugby Union, Burwood RSL, South's Juniors, Sydney Cricket Ground, Richmond Tigers AFL

Victor supports the survival of the Club Industry

## PERSONAL HISTORY:

Born at St. Margaret's Hospital, Darlinghurst

Primary Education: St. Therese Denistone

Secondary Education: St. Patrick's College Strathfield

Tertiary Education: Retail and Marketing Certificates at Meadowbank TAFE

Diploma of Journalism with Cengage Education

Victor has resided at Curzon Street Ryde, Florence Avenue Eastwood, Bank Street Meadowbank, Darwin Street West Ryde, Park Avenue Burwood, Victoria Road West Ryde, and Darvall Road West Ryde

Victor has vast experience in the Retail, Club, and Taxi Industries

## INTERESTS:

Candidate 1999, 2004 Ryde City Council Elections  
Eastwood Progress Association

Meadowbank-West Ryde Progress Association

Balmain Leagues Swimming Club  
Completed two City to Surfs

Completed two Sydney Marathons

Australian Football Umpiring

## FINANCING:

Commonwealth Government Funding

State Government: All Govt. Departments

**EXCEPT HEALTH** to have budgets cut by 10% for 4 years to pay for new Railway lines.

Private Consortium Involvement

**RAILWAY BONDS:** These would have the guarantee of the NSW Treasury

## OTHER INITIATIVES:

New 'Y' and 'Diamond junction and Rail grade separations

**Peak Hour services every 5 minutes and Off Peak services every 15 minutes**

**Abolition of printed timetables**

ETAG introduced immediately

Single Deck carriages with multi directional seating and side of carriage electronic destination signs and with Wheel chair bays

New Rail Depot/Maintenance centres at Riverstone and Kemps Creek

Minister of Railways and new Legislation:

Railway Construction Act, Railway (Land Development) Provision Act, Transport Zonal Ticketing Co-Ordination Act, Transport Timetable Co-Ordination Act

Light Rail from Central to Circular Quay and Lilyfield to Dulwich Hill

Reconstruct /Realign sections of the Northern, Illawarra, Southern, and Western Lines

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Complete the Parramatta to Chatswood Line



**INDEPENDENT  
For  
RYDE**

**YOUR RAILWAYS: OUR FUTURE**

**VICTOR OPPOSES THE PRIVATISATION OF  
ELECTRICITY AND THE POWER COMPANIES**

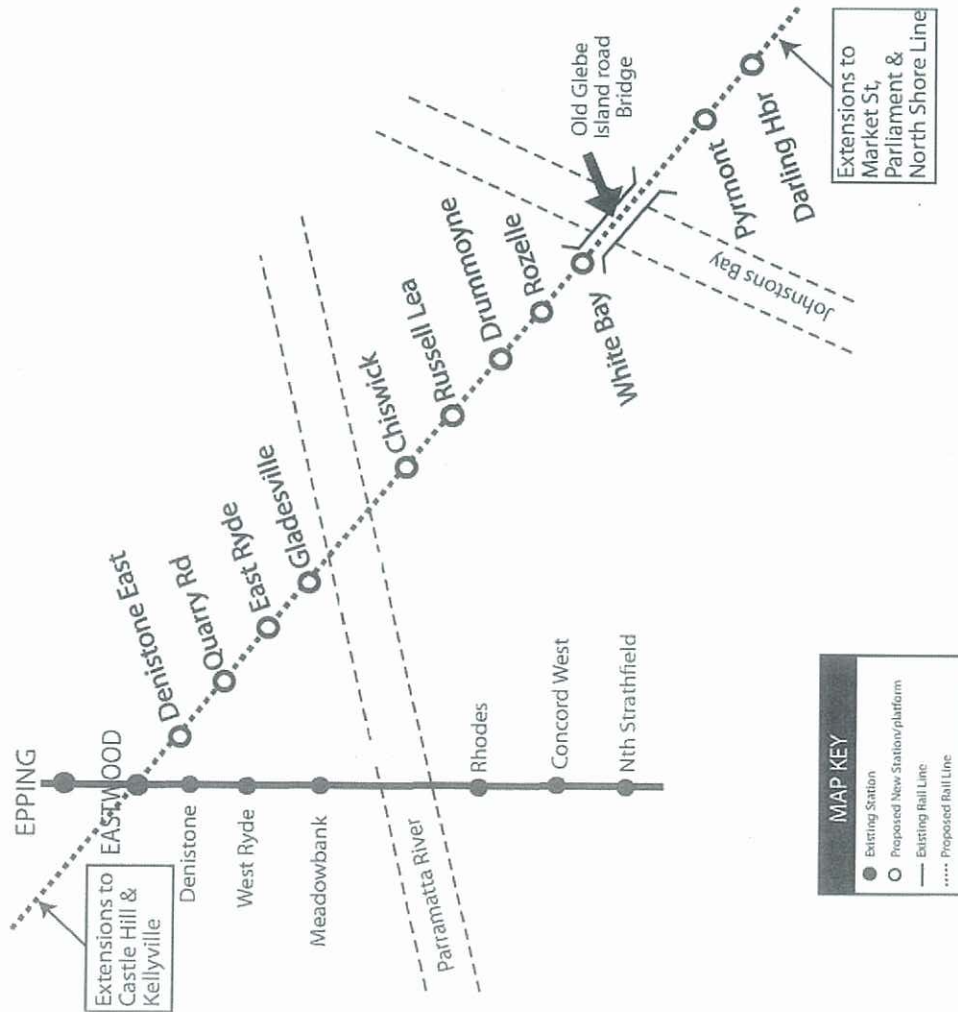
# IMPROVE SYDNEY PUBLIC TRANSPORT (ISPUT) - EXPANSION OF YOUR RAILWAYS VICTOR TAFFA INDEPENDENT FOR RYDE SATURDAY OCTOBER 18 2008

## IMPROVE SYDNEY PUBLIC TRANSPORT (ISPUT)

### New Eastwood Railway

#### Community Benefits and Concerns

- The Eastwood Line would have extensions to Castle Hill and the North Shore Line Extension.
- Above and below ground operation of the line.
- Utilisation of Old Glebe Island Road Bridge.
- Construction of a rail tunnel under the Parramatta River.
- White Bay would have an above-ground station.
- New underground platforms for Eastwood.
- Reduce Peak hour traffic congestion.
- Improvement of existing rail services including a new station at Market Street, Parliament, Harbour Rail crossing and connection to the North Shore Line.
- The car, taxi, bus and coach industries will not be adversely affected by the construction of the New Eastwood Line.
- Existing roads become safer to use for motorists and cyclists.
- 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.
- New bus and light rail routes will not remove the need to expand and improve the rail network.
- Introduction of a multi-modal charge card, for bus, train and ferry similar to the E-Toll account for Cab charge card.
- Enable commuters to purchase rail, 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.
- Who loves sitting in stressful peak hour traffic congestion?
- The full network map is available on request.



**The Eastwood line forms part of a series of new lines and extensions to the rail network that were compiled in Jan 2001, before the Christie Report was produced.**