

# **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.

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.

**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. Furthermore, 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.

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.

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25 September, 2008