

**SUBMISSION:**

SUSTAINABLE SYDNEY 2030

TO: The Lord Mayor of SYDNEY

FROM: Victor Taffa

Sydney City Council

GPO BOX 1591

Sydney 2001.

Dear Clr. Moore,

Following my email to you and your subsequent reply, I now wish to submit a formal submission to the Sustainable Sydney 2030 vision. I love our city of Sydney and desire to see improvements for all concerned in the years ahead.

**Some areas of the Sydney 2030 vision include:**

- Light Rail linking Circular Quay to Central Station via Barangaroo.
- Central Station Air Space.
- Civic Squares at Circular Quay, Town Hall and Central Station.
- Undergrounding the Western Distributor and removal of the Cahill Expressway.
- Closure of George Street for general North-South traffic.
- Traffic management measures on East-West streets.
- Connect Darling Drive to Regent Street.
- Connect the Cross-City Tunnel to the Western Distributor.
- Improve connection of the Cross-City Tunnel to the Eastern Distributor.
- Connecting Green Square.
- Improve Botany Road.
- Alexandria Canal Development.
- A new focus on Newtown.
- Metro Rail Lines.

**My input to the above mentioned points are as follows:**

- Linking Circular Quay to Central Station with Light Rail is long overdue.

- Redeveloping the air space above the Central Station Railway Lines is a good idea. Sydney Central Station is one of the great railway stations of the world in size and use. The Heritage nature of Central Station cannot be underestimated either.
- The civic square at Circular Quay is already very visible in the form of the current footpath width adjacent to the Alfred Street Retail shops. If the Cahill Expressway is removed, then the Circular Quay Railway Station should also be placed underground and your civic square would become quite large.
- The civic square at Town Hall involves the closure of the **Woolworths** store on the corner of George and Park Streets. Before Woolworths occupied this site, there was a Department store by the name of Bebarfields. Furthermore, on the opposite side of Park Street was also the Waltons Department Store.
- This area of the Sydney CBD has long been, and still is a retailing hub. To close, what is a great retail asset to the city will only be to the detriment of the city. **THE WOOLWORTHS STORE IS A GREAT STORE AND I AM OPPOSED TO ITS POSSIBLE CLOSURE. IF THIS WERE TO OCCUR WHAT ALTERNATIVE SITE WOULD BE AVAILABLE TO THIS GREAT AUSTRALIAN COMPANY? THE CIVIC SQUARE COULD BE LOCATED BETWEEN GEORGE AND YORK STREETS BY CLOSING DRUITT STREET OPPOSITE THE QVB.** This would enhance the connection between the Town Hall and the QVB. Traffic could still turn right from York Street onto Drutt Street. Traffic on Park Street could turn right onto George Street and then right onto Bathurst Street by turning it into a two way street, which is already in part, a two way street. This could be necessary if the Western Distributor is placed underground.

- **I DO NOT THINK IT IS PRACTICAL TO TOTALLY REMOVE GENERAL TRAFFIC FROM GEORGE STREET.** Re-routing buses is one thing, however how will **TAXI-CABS** serve the CBD with the closure of George Street to traffic?
- The civic square at central station is a great idea, which will help serve to bring to life the southern end of the CBD.
- The Western Distributor could be placed underground as long as there is no new hideous, toll charged to motorists. The operators of the Cross-City Tunnel could finance its removal and link it to that tunnel. This would reduce the cost to motorists.
- The Cahill Expressway could be placed underground, however this should also include Circular Quay Railway Station. No increase in toll charges should also be imposed on motorists.
- **It is impractical to remove general traffic on George Street.** This would create traffic gridlock on Bridge, Hunter, King, Market, Park, Bathurst (Two Way), Goulburn, Liverpool, Campbell Streets and Rawson Place.
- Connecting Darling Drive to Regent Street is a good idea.
- Connecting the Cross- City Tunnel with the Western Distributor is also a good measure, as is an improved connection of the Cross-City Tunnel to the Eastern Distributor.
- Connecting Green Square and improving Botany Road are long overdue.

- Extending the Eastern Suburbs Rail Line from Bondi Junction to Green Square will fit in with the 2030 vision for Green Square.
- The reserved F6 corridor from St Peters to Loftus had previously been proposed to become a public transport corridor. This was subsequently reversed and a road is still proposed for this corridor.
- The F6 corridor should become a Railway to connect Green Square, Alexandria, and Cooks River with stations above and below ground to the Illawarra Line at Loftus and also proceeding underneath the Cooks and Georges Rivers. This Railway line could be named the **Princes Line**.
- Congestion on the Illawarra Line would greatly improve, thus providing commuters from Wollongong to the CBD with a new and faster journey. This also fits in with the 2030 vision for **Alexandria**. The Rail freight line to Botany could be quadrupled to also handle passenger trains which would accommodate the 2030 vision. The proposed Princes Rail line could also have a connection onto this important and under utilised rail corridor.
- **The Alexandria Canal is a disgrace** and any **government worth 'its environmental salt'** should clean it up as a matter of priority. The Parramatta River has been cleaned up significantly, so why the Alexandria Canal can't also be cleaned up? The Newtown Tram Building could be utilised as a Light Rail Maintenance Facility if light rail were ever again extended to this part of Sydney. Historic Tram Cars could also be housed there to extend the Loftus Tram Museum capacity.
- **Sydney does not need and is not suited to include Metro Rail.** Expansion of our current rail network is the most urgent priority for Sydney. Central and Town Hall stations are already operating at **capacity**.

- Construction of a new city circle railway and a second rail harbour crossing are needed **NOW**. If Dr. Bradfield intended for Metro Rail to be built for Sydney, then metro would have been built in the 1920's. Also the London 'TUBE' covers a distance in area from the Sydney CBD to Strathfield. The St. James Tunnels were **ONLY** intended to be used for HEAVY rail use, NOT **METRO RAIL**. Nor should our electricity supply be sold off to finance the construction of metro rail lines.
- An '*Integrated Transport Network*' means just that-**INTEGRATED**. The biggest disincentive to encourage motorists to use rail is to have to change to different modes of transport to complete one journey. This also applies to the proposed North-West Metro Line. The distance from Rouse Hill to the CBD is suited to HEAVY RAIL and not METRO RAIL
- **THE EXISTING RAIL NETWORK NEEDS EXPANSION**. The State Government has identified 'Hubs' in the 2030 vision. Major centres at Burwood, Bondi Junction, Hurstville, Chatswood and Specialised centres at Sydney Olympic Park, Randwick, Sydney Airport and Port Botany are all listed. THERE ARE NUMEROUS NEW AND INNOVATIVE COST EFFECTIVE MEASURES THAT COULD BE INTRODUCED. These include new rail lines, extensions to existing lines and new rail junction connections. This would allow for the introduction of new and innovative services. These proposals would fit in well with the 2030 vision. Full details of my proposals including a formula for financing them are available and they will be forwarded onto the Minister for Transport.

**CONCLUSION:**

There are many exciting and innovative concepts in the 2030 vision. The whole document is too large to comment on entirely, however I support some ideas and oppose others. It is difficult to be brief in your comments when you have genuine concerns and opinions. I hope that my submission is read with the same level of consideration that I took to research it and compose.

Thanking You,

Yours sincerely,

Victor Taffa.

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25 May 2008