

**SYDNEY CBD & SOUTH EAST LIGHT RAIL
MODIFICATIONS ASSESSMENT REPORT SUBMISSION NO. 1
VICTOR P TAFFA
17 DECEMBER 2014**

Memberships:

- Sydney CBD & South East Light Rail Community Forum
- Sydney Cricket Ground
- Souths Juniors
- Australian Railways Historical Society, NSW Division
- Sydney Tramways Museum

Special Interest Reasons:

- Lodged a 4 Part EIS Submission for Sydney CBD & South East Light Rail Project
- Previously worked with Sydney City Council via Drake International.
- Previously worked as a Taxi Driver from Oct 2002-May 2007.
- www.isput.com.au that supports Light and Heavy Rail in Sydney.
- My Mother grew up at 88 Alison Road Randwick and 42 Middle Street Kingsford.
- Since 1975 I have had a keen interest in both Heavy Rail Trains and Trams.

Submission Improvements:

George Street Tram Stops

To be all island platform configuration for faster movement of passengers

George Street/Ultimo Road Intersection

I do not support plans to ban Ultimo Road traffic from making a right hand turn into George Street. This idea will simply exacerbate traffic congestion. If any traffic change is to be made at this intersection it should be a right hand turn only from Ultimo Road into George Street. The plan for a Pedestrian only zone for George Street will not work if traffic is to be allowed to turn left at Ultimo Road. While the Pedestrian only zone does not commence until Bathurst Street, if there is no disincentive to drive down George Street in a North Bound direction, all you will get is grid lock on George Street that is worse than it is now.

Surry Hills Stop

To be an island platform configuration for faster movement of passengers

Randwick Racecourse Stop

Signalised pedestrian crossing should be at either end of the island platform to enable safe access across Alison Road to the Racecourse. Island Platform should be 90m in length. From experience as a Taxi Driver, on Race days there is a high volume of pedestrian movements across Alison Road and this will only be exacerbated with the introduction of a new light rail service.

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Anzac Parade UNSW Stop

Island Platform should be 90m in length to cater for large volumes of passengers.

Randwick Racecourse Stabling

As I supported in my previous 4 Part EIS submission the old Royal Randwick Racecourse Tramway siding was used for people and never to stable tram cars. Trams waited to take passengers until after the last race and all trams departed the siding at the conclusion of the race meeting. The Randwick Racecourse Stabling should also accommodate room for an entrance for an Underground Railway Station that is in the same configuration as Olympic Park Railway Station so as to move large numbers of people quickly and efficiently.

Plans to use the old Racecourse Tram Siding as a stabling facility should also look to the future and allow for an Olympic Park style entrance for an underground Railway Station. At the Melbourne Cricket Ground, both Trams and Trains move people together and not rely on one mode or the other.



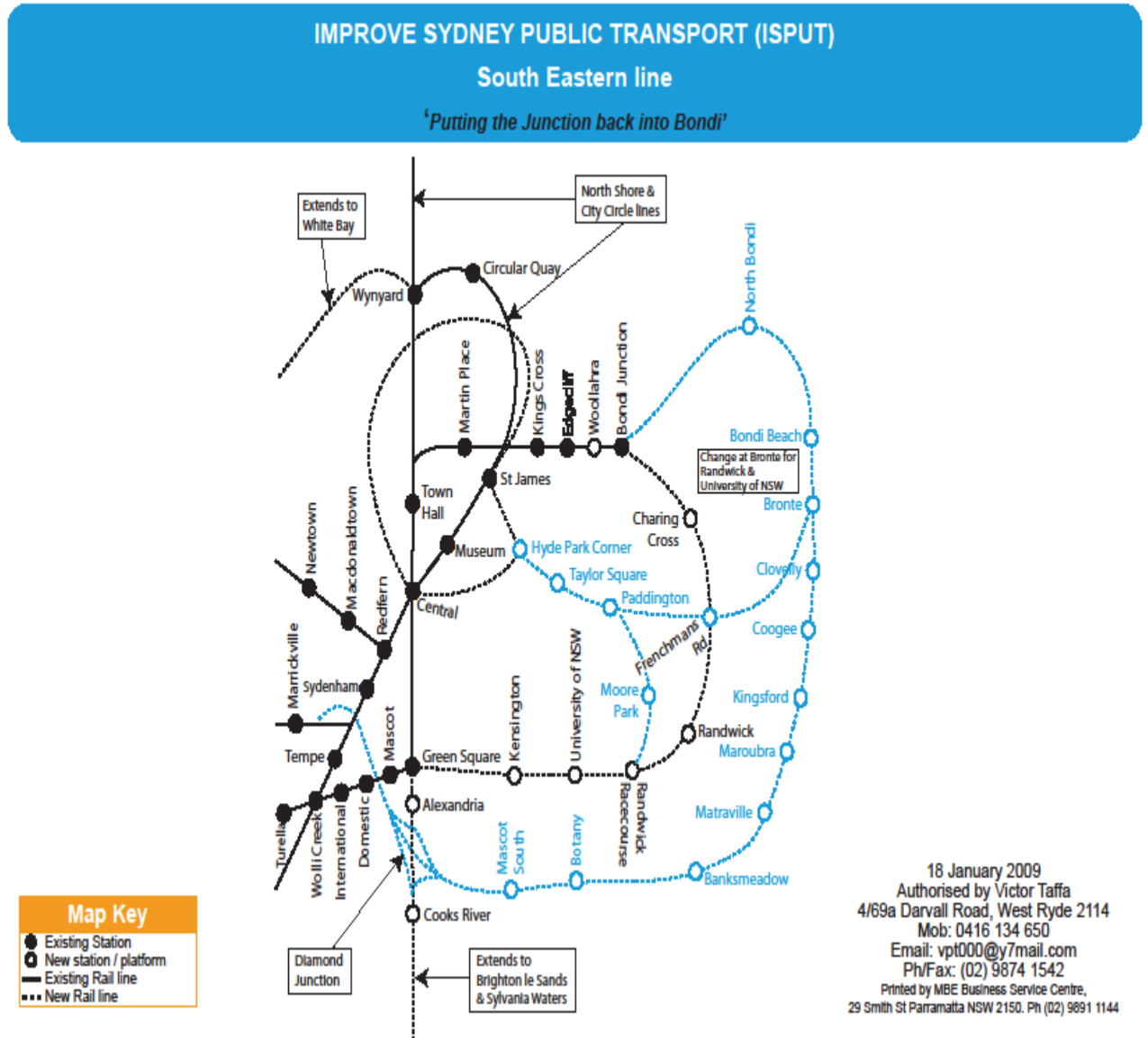
Randwick Racecourse Tram Siding that resembled a 6 Platform Railway Station complete with overhead footbridge. circa 1960.

Randwick Racecourse Railway Station

Since 2009 on my ISPUT website (Improve Sydney Public Transport) a South Eastern Map has been displayed and was drawn up prior to that by Victor P Taffa. The link to the page is as follows: <http://www.isput.com.au/south-eastern-line/>

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Moore Park Railway Station would also be configured in the same manner as that of Olympic Park Railway Station and located under Driver Avenue.



The blue outside line feeds into the Bankstown Line while the inner Eastern Line Extension feeds into the East Hills Line. Both the Eastern Line Extension and the South Eastern Line *'Puts the Junction back into Bondi'*.

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George Street near Hunter Street, Sydney.
Image courtesy, Powerhouse Museum

George Street Overhead Catenary Wiring System

The proposed wireless section of George Street is twice as expensive to install and is only used in Dubai. The most effective form of power traction for Light Rail Vehicles or Tram Cars is via an overhead catenary wiring system. So as to enable overhead wiring to be free of connection with heritage buildings and avoid a span wiring system the style of system that should be used is as per the photo above with attractive heritage centre poles that were used in George Street, Sydney in 1898. As pantographs will be relied up for Tram Car power connection for most of the system it makes sense in continuing the overhead catenary wiring system all the way to Circular Quay. Heritage overhead wiring works well with heritage centre poles against the backdrop of heritage buildings.

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Sydney CBD City Circle Light Rail Line

Since 2009 on my ISPUT website (Improve Sydney Public Transport) a Sydney CBD City Circle Light Rail Map has been displayed and was drawn up prior to that by Victor P Taffa. The link to the page is as follows:

<http://www.isput.com.au/other-transport-issues/sydney-light-rail/>

This Light Rail City Circle Line would contain island platforms at every stop and utilise the highly effective and world famous Overhead Catenary Wiring System.

A future extension from Hay Street Junction along Elizabeth Street to Chalmers Street Central Station Stop will join the Inner East and Inner West Lines with a City Circle Light Rail Line. At Elizabeth Street/Eddy Avenue Intersection a Tramway Junction would be restored.

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Page 6 of 8 is Sydney Light Rail City Circle Line Map

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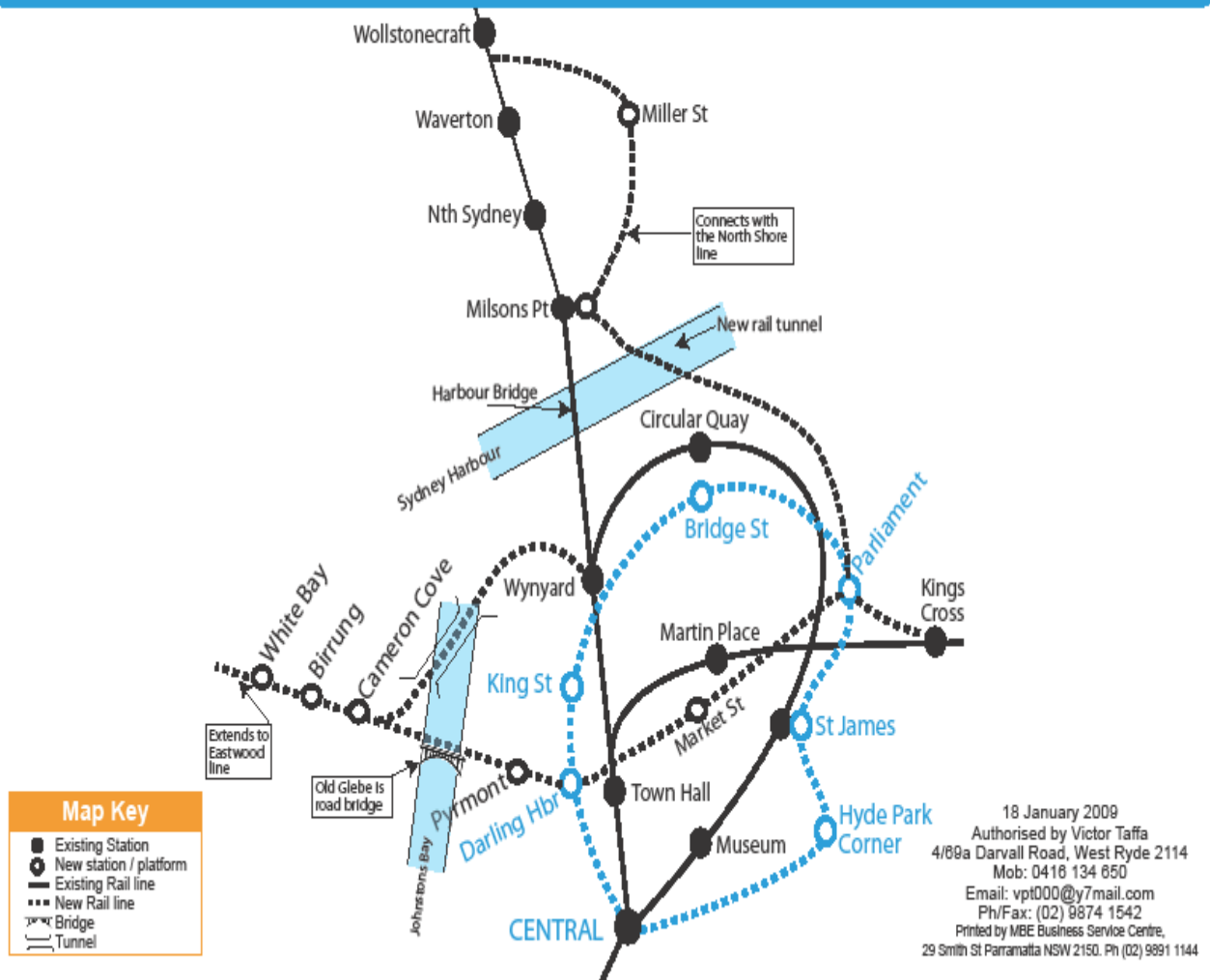


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IMPROVE SYDNEY PUBLIC TRANSPORT (ISPUT)

Bradfield Line



Bradfield Line

In addition to a Sydney CBD City Circle Light Rail Line is a second City Circle Heavy Rail Line to be called the Bradfield Line. The Bradfield Line will be used by Western Line Trains except Richmond and Northern Line Trains. 75% of trains that traverse the Sydney Harbour Bridge are Western Line Trains.

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Since 2009 on my ISPUT website (Improve Sydney Public Transport) a second City Circle Heavy Rail Map has been displayed and was drawn up prior to that by Victor P Taffa. The link to the page is as follows:

<http://www.isput.com.au/bradfield-line/>

The Bradfield Line will alleviate congestion at Town Hall, Wynyard and on tracks across the Sydney Harbour Bridge. The Bradfield Line will utilise unused platforms at Central, St. James and Rail Tunnels under Macquarie Street.

The Bradfield Line allows for new Railway Lines to the South East and Northern Beaches to be built.

The Bradfield Line is to be named after Dr. John Bradfield who designed and built the Sydney Harbour Bridge, City Circle, Metropolitan, Goods and Railways to the Northern Beaches and South Eastern Suburbs that are yet to be built.
Sydney needs only one rail technology.

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