

SYDNEY CBD AND SOUTH EAST LIGHT RAIL SUBMISSION NO.2

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2 DECEMBER 2013

Sydney should never have abandoned Trams. Similarly the Heavy Rail Network to Newcastle CBD should remain intact and expanded as per www.isput.com.au

The photos in this submission were taken by Victor P Taffa while in Melbourne during the 2010 Victoria State Election. The photo of the Darling Street Balmain Counterweight Dummy System is from the Tyrell Collection.

When Trams operated in Sydney until 1961 passengers had to board from the curb and traffic had to stop when a Tram was stopped at a stop. Passengers had to board Tram Cars by stepping up onto the Tram. The workings of the Tram were underneath the floor of the Tram Car.

Light Rail Vehicles that have operated in Sydney since 1997 have been low-floor with the workings of the Tram Car in the roof. Entry to the Tram Car is level with the platform. Island platforms are more effective for light rail passengers than raised side stops.

Light Rail Vehicles as with Trams are best suited to operate in the middle of the road. Passengers can access the curb safely by means of a Pedestrian Crossing or a Signalised Pedestrian Crossing. In this way traffic has to give pedestrians the right of way.

EIS Light Rail Stops:

There are 20 Light Rail Stops planned for this system according to the EIS and are as follows:

- **Circular Quay Terminus:** 1 Island Platform and 1 Side Platform
- **Grosvenor Street Stop:** 2 Side Platforms
- **Wynyard Stop:** 2 Side Platforms
- **QVB Stop:** 2 Staggered Side Platforms
- **Town Hall Stop:** 2 Side Platforms
- **World Square Stop:** 1 Island Platform
- **Chinatown Stop:** 2 Side Platforms
- **Rawson Place Stop:** 2 Side Platforms plus Bus Interchange
- **Central Station (Chalmers Street)** 1 Island Platform and 1 Side Platform
- **Surry Hills Stop:** 1 Island Platform
- **Moore Park Stop:** 1 Island Platform (90m Long)
- **Royal Randwick Racecourse Stop:** 1 Island Platform (45m Long)
- **Wansey Road Stop:** 1 Island Platform
- **UNSW High Street Stop:** 2 Side Platforms
- **Randwick Terminus:** 2 Side Platforms
- **Carlton Street Stop:** 1 Island Platform
- **Todman Avenue Stop:** 1 Island Platform
- **UNSW Anzac Parade Stop:** 1 Island and 1 Side Platform(45m Long)
- **Strachan Street Stop:** 1 Island Platform

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- **Kingsford Terminus:** 2 Island Platforms with Buses operating in between both Island Platforms.

The Tram Route should operate via Alison Road to Belmore Road Retail Area and proceed to the Randwick Terminus. The EIS team would not release publicly the expected passenger movements for each stop.

Operating via Wansey Road to allow for a second stop for UNSW is overkill. The opportunity that could be gained from Belmore Road Retail Area patronage has been lost. As with no stop at Driver Avenue to service the Sydney Cricket Ground it would appear that the EIS is simply trying to panda to State Transit Buses. This has also been the case at the Kingsford Terminus.

In cases of rain State Transit interests have been put ahead of patrons of the Sydney Cricket Ground. The Light Rail System should be designed to maximise patronage. In the event of rain the Tram Road is a long way from the Sydney Cricket Ground. Driver Avenue is right at the door and is almost where Trams used to operate to.

On the one hand the EIS seeks to panda to State Transit Bus interests at the Sydney Cricket Ground and on the other hand allow Buses to have prime stopping locations in Eddy Avenue. Only a few metres away in Rawson Place there will be a Bus Interchange to stop buses from proceeding up George Street. This Transport Planning madness would never have happened if Dr. John Bradfield was involved. As with the decision about George Street Overhead Wiring it is simply a case of Alice In Wonderland.

The Rawson Place Stop should be located closer to Pitt Street intersection. The decision to make Rawson Place a Bus Interchange is silly. Eddy Avenue is perfectly equipped to handle more Bus Services. Eddy Avenue should be a Bus Interchange rather than Rawson Place.

In the 1930's when Buses and Trams competed against each other for patronage Bus Conductors and Tram Conductors fought for customers. Then Labor Premier Jack Lang introduced a zone system that gave Government Tram and later Bus operators an advantage over where private Buses could operate. This zoning operates to this day.

The Light Rail route and Bus Interchanges that are planned for ensures that Sydney commuters will lose out.

The Platforms for the Stop on Anzac Parade to cater for UNSW and Royal Randwick Racecourse are too short. These platforms should be the same length as Moore Park Stop. Large crowds gather for transport at the same time. This is why Stops at these locations should be 90m long.

Sydney's Tramway Network was planned to move people. The route that has been chosen for this Light Rail System has ignored much patronage that could be gained.

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All Stops along George Street should be Island Platforms. George Street Sydney should be retained as a Street for Commerce. Taxis should be allowed to operate along George Street. Taxis are a part of the Public Transport Solution.

Kingsford Terminus:

The planned Kingsford terminus track layout is too long and takes up too much room. A simple straight track terminus at one end and a scissors cross over at the other end will be very effective for Light Rail operations. The current options on the EIS take away too many car parking spaces unnecessarily.

Buses should not be using the Light Rail Terminus. Bus passengers can access the Light Rail Terminus by a pedestrian crossing. This will ensure passengers have the right of way when crossing Anzac Parade. The Kingsford Terminus should also be an island platform.

The Kingsford Terminus should be a single island stop so as to be easily converted into a through stop in the event of a Tram Line Extension.

Buses do not use Tram Terminus in Melbourne.

Island Stops:

All Light Rail Stops should be island platforms with protective canopies. Access to an island platform is made by pedestrian crossings that forces traffic to give pedestrians the right of way. Platform canopies do not have to run the length of the platform. The supporting back of the canopy in the middle can be broken so as to allow people to move through. This situation occurs on the island platform in Flinders Street Melbourne.

Light Rail Stops on my Sydney CBD City Circle Line will be completely Raised Island Stops. The map of this planned line can be seen at www.isput.com.au The Sydney CBD City Circle Line would have overhead wiring to power Tram Cars from pantographs.

In 4 Lane Streets such as Sussex, George and Phillip Streets will not lose any more parking spaces than are currently the case at Bus Stops. The Tram Tracks run down the middle of a Street until approaching a Light Rail Stop. The Tracks diverge and a Raised Island Stop enables passengers to alight and enter a Tram Car from the middle platform as is the case in Flinders Street Melbourne.

Where the central platform is in a 4 Lane Street the 2 lanes on each side of the road merge into a single lane. Curb side parking spaces are not permitted at this location as is the case with a Bus Stop. Traffic can still flow past at the Island Stop when no Tram is at the platform.

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Parking is permitted where the Tram Tracks run parallel away from Light Rail Stops. The loss of Car Parking Spaces will be NO greater than is the case at present with Bus Stops. There would be NO reserved fairways on a 4 Lane Street.

There would be a reserved fairway on a 6 Lane Street such as Elizabeth Street and George Street where the Street becomes 6 Lanes. Island Tram Stops divide Trams from Traffic by means of metal dividing fences as is the case in the Melbourne CBD.



Flinders Street Island Stop Melbourne with Metal Protective Barriers

In this photo the Flinders Street Island Stop is located opposite Flinders Street Railway Station at the intersection with Swanston Street. This stop is extremely busy and works a lot better as an Island Platform Stop than two Side Platforms. Previously this stop was configured to 2 Side Platforms.

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Elizabeth Street Tram Terminus Melbourne:

Melbourne has introduced island stops particularly in Flinders Street. One of the busiest Tram Stops is the Elizabeth Street Terminus which is an island ground level terminus serviced by Route 19 from North Coburg, Route 57 from West Maribyrnong and Route 59 from Airport West. Trams arrive and depart via a set of scissors cross over tracks and terminate in a straight line. The Elizabeth Street Tram Terminus is named after Sir Robert Ristrom who saved the Melbourne Tram Network from going the same way of many Tram Networks including that of the Sydney Network into extinction.



Elizabeth Street Sir Robert Ristrom Tram Terminus Melbourne with Metal Protective Barriers

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Route 75 Tram Terminus Melbourne

In this photo Buses operate beyond the Tram Terminus. Buses do not use the middle of a Tram Terminus as proposed for the Kingsford Terminus.

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Route 109 Double Tracks Converge Into Single Track Tram Terminus Melbourne

In this photo there are decorative poles to support overhead wiring. George Street Sydney used to have this type of arrangement. These poles could again be used or span wiring connected to Street Lights could be implemented.

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Route75 Island Tram Terminus with Concrete Dividing Wall

Alison Road Gradient:

I asked as to why the route to Randwick did not take in the Belmore Road Retail area. The reason that I was given is that the grade on Alison Road is too steep. When you consider the grade that Trams used to have to traverse Darling Street Balmain to the Wharf via a counter weight dummy system makes this argument laughable. The Light Rail route should have operated via Belmore Road Retail Area.

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Darling Street Balmain Counterweight Dummy System

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Route 96 Headed For St Kilda Tram Terminus Acland Street

Trams and cars mix well on a 4 lane Street such as Acland Street St Kilda. There are clear lane markings that separate cars from Trams.

Conclusion:

This Light Rail plan is basically a good idea however as with any plan the detail of the plan must stack up. Sydney should never have abandoned Trams. Similarly the Heavy Rail network to Newcastle must remain in place.

This Light Rail plan requires some improvements to be made and I have outlined what should be done. It would appear that people who have written the EIS have never been to Melbourne to observe the functioning of their Tram Network.

In 2009 I began www.isput.com.au with a view of a Sydney wide and a New South Wales wide answer to traffic congestion and transport improvements. This is in addition to the 3 Public Elections that I have contested so far that supports Heavy Railway Expansion.

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Knowing the history of Tramway abandonment and the time that it took to construct the Eastern Suburbs Railway it will be sensible to build on and expand our Heavy Rail Network.

Sydney has one of the best Heavy Rail Networks in the world for size and effectiveness and we should recognize that and not lose it like we did with the Tram Network.

Both the Sydney Cricket Ground and Randwick Racecourse can be served by Heavy Rail and Light Rail. The Melbourne Cricket Ground is served well by both Trains and Trams.

This submission has been written by Victor P Taffa on behalf of Victor P Taffa.

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