

SYDNEY CBD AND SOUTH EAST LIGHT RAIL SUBMISSION NO. 4

VICTOR P TAFFA

4 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

Question:

To Scott Forsdike, Manager, Community Engagement, Transport Projects,
Transport for NSW on 4 December 2013:

At what point on Anzac Parade will the Tram Track skew from the middle of the road to the curbside?

Answer:

I have been advised by our design team that this will occur at the High Street/Anzac Parade intersection and University Mall/Anzac Parade intersection.

Anzac Parade Stop:

The UNSW Platforms at the Stop on Anzac Parade are according to the EIS to be 45m in length.

The Tram Tracks should remain in the centre of Anzac Parade with a 90m long Island Platform. A Pedestrian Footbridge should connect both sides of Anzac Parade to the Platform or a Signalised Pedestrian Crossing be used for passengers to access the Platform.

Not only is the University Of New South Wales located on one side of Anzac Parade but NIDA is located on the opposite side of Anzac Parade. Many numbers of Buses from different routes arrive and depart constantly and the Bus Stops are busy on both sides of Anzac Parade.

The cost of a Pedestrian Bridge can be met by not having to purchase a block of units in Surry Hills as per the EIS.

By placing Tram Tracks in the centre of Anzac Parade means that no land will need to be acquired.

The EIS is suggesting that Tram Tracks can go from the centre of Anzac Parade to the outside and back to the middle.

Sydneysiders have not had to manage driving around Tramcars since 1961 and allowing Tram Tracks to go from the centre to the curbside and back again seems ridiculous and potentially dangerous. Motorists who currently drive across the Tram Tracks at George Street have enough problems where to navigate in respect to the Hay Street Intersection. Road Rules will have to be changed to accommodate the new Light Rail System.

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The Tram Tracks should remain in the middle of Anzac Parade while having an Island Platform of 90m in the centre accessed by a Pedestrian Bridge or a Signalised Pedestrian Crossing. Anzac Parade at present has a Signalised Pedestrian Crossing at the University of New South Wales.

A Heavy Rail underground Railway Station can also serve this area as per www.isput.com.au

The Kingsford Terminus is to be located in the old Tram Reservation and the UNSW Stop on Anzac Parade is to be towards the curbside. The old Tram Reservation will also be used along Anzac Parade through Kensington. The old Tram Reservation was in the middle of the road.

Alison Road:

The Tram Tracks should remain in the centre of Alison Road. At present there is a fence down the middle of Alison Road opposite Royal Randwick Racecourse to ensure the safety of people. The Tram Tracks that will depart the old Tram Road at Doncaster Avenue should continue into the centre of Alison Road. By doing this it will allow for an Island Platform to the length of 90m to be built. The EIS outlines for Platforms of 45m. This is too short for this stop.

By placing Tram Tracks in the centre of Alison Road means that no land from the Racecourse will need to be acquired. Passengers can access the Tram Platform by means of a new overhead Pedestrian Bridge that would span the width of Alison Road or a signalised pedestrian crossing that would enhance the safety of pedestrians on both sides of Alison Road.

The cost of a Pedestrian Bridge can be met by not having to purchase a block of units in Surry Hills as per the EIS.

Alison Road according to the EIS is to remain 6 lanes of traffic. An Island Platform will only allow for 4 lanes of traffic however a new additional slip lane should be built to provide for traffic turning left into Darley Road. Currently as you drive through the Darley Road intersection heading towards Randwick on Alison Road there is only 2 lanes of traffic to use.

Randwick Terminus:

As Tram Tracks would be in the centre rather than to the curbside of Alison Road it would be very easy to continue the Tracks to Belmore Road Retail area and straight to the Randwick Terminus. The grade on Alison Road is no steeper than that of Devonshire Street where Light Rail Vehicles are to operate along.

Randwick Racecourse Stabling:

During Tramway operations Trams accessed the 6 Platform Tram siding via Abbotsford Street and Ascot Street. At no point did Trams ever use Alison Road or Doncaster Avenue. This siding was only ever a Drop off Point and Pick up Point. This 6 Platform siding also had an overhead footbridge. The foundations of the footbridge are still visible.

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Light Rail Vehicles should be housed in the old Randwick Tram Depot in Kings Street and at Rozelle. Any old Tram Cars left in the Kings Street Depot can be transferred to the Sydney Tramway Museum.

The old Tram Siding should continue to be used as a Taxi drop off point and an underground Railway Station location as per www.isput.com.au built in the same manner of Sydney Olympic Park Railway Station.



Randwick Racecourse Tram Siding.

In this photo Trams waited to take racegoers after the last race was run. Crowds of 90,000 would be cleared in 90 minutes. This siding resembled a 6 Platform Railway Station complete with an overhead pedestrian bridge. Trams were never stabled here after the conclusion of the race meeting. Trams finished using this siding in 1960.

Island Platforms and Centre Street Track Alignment:

The entire length of the Randwick and Kingsford Lines from Circular Quay should have Island Platforms and Centre Street Track alignment.

The Island Platforms on Flinders Street Melbourne were previously configured as Side Platforms. The Tracks and Stops were reconfigured only a few years ago.

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Differences between Trams and Light Rail Vehicles:

- Tram Cars did not have a low floor whereas Light Rail Vehicles do.
- Trams and Light Rail Vehicles operate on the same electrical current.
- Trams and Light Rail Vehicles operate on the same standard gauge tracks.
- Trams and Light Rail Vehicles can operate on the same tracks as Heavy Rail Trains.

Differences between Heavy Rail Trains and Metro Rail Trains:

- The technology is different.
- Heavy Rail requires Drivers and Guards.
- Metro Rail does not require a Driver or Guard.
- The electrical current is different between the two systems.
- Heavy Rail and Metro Rail Train Carriages have different seating arrangements.
- Heavy Rail Trains uses overhead wiring.
- Metro Rail Trains does not use overhead wiring.
- Heavy Rail Trains do not use a third live rail.
- Metro Rail Trains uses a third live rail.
- Metro Rail Trains cannot operate on a street.
- Heavy Rail operates through services.
- Metro Rail operates shuttle services.
- Trams, Light Rail and Heavy Rail can operate on a street.
- Metro Rail cannot operate on a street.
- Melbourne has Heavy Rail Trains on Heavy Rail Tracks.
- Melbourne has Train Carriages that are branded with Metro on them.
- Most High Speed Rail Trains operates on Heavy Rail Tracks.
- The Rail Tunnel between England and France is Heavy Rail.
- Japan's High Speed Rail Train is a Heavy Rail Train.

These are some of the differences between Heavy Rail and Metro Rail. There are many more different types of rail based transport.