

North West Rail Link

Environmental Impact Statement 2 – Stations, Rail Infrastructure and Systems

Submission Form

This form can be used to make a submission about the proposed North West Rail Link – Environmental Impact Statement 2 – Stations, Rail Infrastructure and Systems. The NSW Department of Planning and Infrastructure (DPI) will take account of your views when considering the Environmental Impact Statement that is now on exhibition.

Once you have completed your submission return to DPI:

- By mail - Major Projects Assessment, Department of Planning & Infrastructure, GPO Box 39, SYDNEY NSW 2001.
- By fax - 02) 9228 6355
- Email - plan_comment@planning.nsw.gov.au

Transport for NSW cannot accept submissions on behalf of DPI. **Submissions close Monday 3rd December 2012.**

Before posting your submission, please note the following:

- Fields marked with a * are compulsory. Anonymous comments are not able to be accepted as submissions, subject to the Act - please enter your name, email address and physical address accurately.
- You may request that your name be withheld from public display by ticking the box at the bottom of this form.
- If there is not enough room on this form for your comments, you can add extra pages.

Name*

Title

MR

First Name

BOB

Last Name

MASTERS

Your Details

Email*

bobmasters8888@yahoo.com.au

Organisation

LINK NSW BY RAIL

Position in Organisation

Address*

Address 1

10/7 NURMI AVE

Address 2

Suburb

NEWINGTON

State

NSW

Postcode

2127

GLADYS ----- WILL YOU ADOPT A RAIL MASTERPLAN FOR NSW?

RATIONALE.

Transport for NSW needs to adopt a long-term, 100-year, sequential rail plan for Sydney and major regional centres. It is illogical, inefficient and unnecessarily expensive to continue building ad hoc rail projects given that there is still no long-term masterplan. The people of NSW should know what the overall plan is and how it will affect them.

MAIN FEATURES OF THE MASTERPLAN.

- A 100-year plan.
- Sequential 5-year plans, with periodic reviews to allow flexibility.
- East Coast Fast Train corridor through Sydney.
- Five ECFT stations. Northwest Central @ Schofields (4 train lines), St. Marys, Badgerys Creek Airport (3 train lines), Southwest Central @ Leppington (3 train lines), Campbelltown.
- Badgerys Creek Airport to be developed in stages. Stage 1 for regional airlines. Later stages dependent on need and funding.
- Second-tier, heavy rail network to remain generally unchanged.
- An alternative, independent and integrated third-tier metro network.
- Integration between the all three tiers to be maximised.
- Emphasis on orbital, north to south lines. First orbital line Beecroft to Revesby.
- Utilisation of Bradfield's existing but unused platforms and tunnels.
- Sixteen metro lines proposed for Sydney- @ 40 kms every 5 years.
- Corridors should be preserved and properties acquired now. Not in 50 years.

- Smallest possible tunnels. Diameter 5.6m. Area 24.6m². Tunnels are needed on every metro line into the future.
- Smallest possible stations. Length 70 m. No need for 163m long stations.
- Smallest possible cost. See Singapore MRT. Cost could be halved.
- The terrain around Sydney and regional NSW is challenging. From hills and mountains to valleys, creeks, rivers and harbours. Often gradients are steep. The type of metro must be the most suitable for these environments.
- One type of metro train should be selected for all of Sydney and NSW. This allows a train on one line to change to any other line when required.
- Alstom Metropolis C830C or Bombardier Movia C931. Used in Singapore.
- Dwell times are extended by trains having aisles, steps and crowded vestibules.
- Heavy rail trainsets, with a high seating ratio, are designed to have long dwell times and are more suited to long trips with limited stops.
- Three-car metro trainsets with a high capacity/high standing ratio and shorter dwell times, are more appropriate for shorter, all-station trips.
- Where metro and heavy rail share a corridor, heavy rail to be “limited stops”.
- We should copy the new Singapore MRT lines which use the latest technologies. Eg third rail for power, driverless trains, lightweight trains etc.
- Frequency. A train every 3 minutes is better than a train every 6 minutes which has double the capacity.
- No T-Junctions. This allows trains to change lines, plus some stabling.
- Third middle track at selected stations. Caters for peak periods, emergencies.
- Five Harbour crossings. No “under-water, under the bridge” crossing.
- Avoid the scenario of catching three trains eg Beecroft to North Sydney.
- Ten metro lines proposed for the 4 major regional centres.
- An amended NWRL to fit into the Masterplan. Additional stations Thompsons Corner, Rogans Hill, Parklea, Stanhope Gardens, The Ponds.
- Future extension to Marsden Park.
- The first stage of the amended NWRL to be Northwest Central (at Schofields) to Beecroft (18.8 kms). The second stage to be from Beecroft to Granville (10.6 kms). This is the first 5-Year Plan. The third stage to be from Granville to Revesby (13.5 kms) thereby completing the first orbital line for Sydney.
- No need to change the Epping to Chatswood Line, opened just 4 years ago.
- The line between Rouse Hill and Tallawong Stabling is not required.
- No 4.2 kms bridge towards Rouse Hill Station. Cut and cover, which was originally planned, is more acceptable to the amenity of the community.
- Light rail lines should be planned for each major CBD precinct.
- Express your views to Transport for NSW or to the NWRL Project Team.
- For more details, contact Bob Masters bobmasters8888@yahoo.com.au
Link NSW By Rail Project Team



















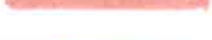

CONCLUSION.

The Snowy Mountains Hydro-Electric Scheme was a major infrastructure project. The dams, tunnels, pipelines, power stations, alignments and gradients were all planned BEFORE it was built. No ad hoc planning. The new third-tier network of metro trains for NSW for the next 100-years also needs to be planned BEFORE it is built. New lines such as the SWRL and the NWRL should be part of the long-term plan.

SYDNEY

100-Year Rail Plan

Fast Train, Heavy Rail, Metro, Light Rail.

- | | |
|---------------------------|--|
| 1. East Coast Fast Train |  |
| 2. West Sydney Fast Train |  |
| 3. Cityrail |  |
| 4. Barangaroo Metro |  |
| 5. Sydney Metro |  |
| 6. Red Metro |  |
| 7. Central Metro |  |
| 8. Harbour Metro |  |
| 9. Circle Metro |  |
| 10. Botany Bay Metro |  |
| 11. Eora Country Metro |  |
| 12. Blue Metro |  |
| 13. Waratah Metro |  |
| 14. Southern Cross Metro |  |
| 15. Green Metro |  |
| 16. Southwest Metro |  |
| 17. Blacktown Metro |  |
| 18. Castle Hill Metro |  |
| 19. Darug Metro |  |
| Light Rail |  |

Link Sydney By Rail Project Team

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REGIONAL NSW 100-Year Rail Plan

East Coast Fast Train, Metro Trains.

Newcastle

20. Newcastle City Metro

21. Kotara Metro

Central Coast

22. Tuggerah Metro

23. Central Coast Metro

24. Gosford Metro

Wollongong

25. Illawarra Metro

26. Wollongong City Metro

Canberra

27. Canberra City Metro

28. South Canberra Metro

29. West Metro

Link NSW By Rail Project Team

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1



1	EAST COAST FAST TRAIN	5.54.20	-26	52	0	4	0	1	0	30	246
2	WEST SYDNEY FAST TRAIN	11.55.42	-27	55	2	9	0	0	0	34	312
3	CITYRAIL	13.41.40	-23	41	1	2	9	1	0	31	248
4	BARANGAROO METRO	29.33.57	-11	33	14	4	10	1	1	52	416
5	SYDNEY METRO	43.66.93	-11	66	12	8	24	1	2	100	800
6	RED METRO	38.65.55	-7	65	4	1	32	1	2	48	734
7	CENTRAL METRO	42.55.55	-3	55	3	3	36	0	0	47	716
8	HARBOUR METRO	43.61.40	-1	61	4	2	36	1	7	110	880
9	CIRCLE METRO	15.16.25	0	16	2	2	11	0	0	31	248
10	BOWING B/O METRO	11.16.22	0	16	1	0	10	0	1	28	224



11	ELRA COUNTRY METRC	22 31 44	31	5	1	16	0	3	56 446
12	PLUM METRC	50 54 109	34	3	2	43	2	6	134 112
13	WAKATAH METRC	27 45 50	45	4	2	21	0	1	73 554
14	SOUTHERN CROSS METRC	29 42 60	42	12	1	16	0	2	67 536
15	GREEN METRC	31 71 90	71	2	2	27	0	1	100 800
16	SOUTHWEST METRC	43 69 90	69	5	4	34	0	2	106 548
17	BLACKTOWN METRC	21 40 49	40	10	2	9	0	0	49 394
18	CASTLE HILL METRC	23 41 51	41	1	2	19	1	0	56 445
19	DARLING METRC	25 45 57	45	4	0	21	0	0	64 512

-157

TOTALS

526 934 1157 934 59 45 374 9 25 152 5000

1. East Coast Fast Train

300 KMS/HR
2 MINUTES @ STATIONS



KILOMETRES 640
MINUTES 160

STATIONS 15
COST \$/BILLION

14. Southern Cross Metro

10/6/16





KMS MINUTES	FRENCH'S FOREST	DAVID LYN	ST IVES	NORTH TURRAMURRA	WAHRONGA	PEARCES CORNER	NORMANHURST
	 1.7 2	 4.5 4	 1.9 2	 2.4 3	 0.9 2	 0.9 2	 1.3 2

10/6/16

WESTLEIGH	THORNLEIGH	PENNANT HILLS	REECROFT	ROSELEA	EARLINGFORD COURT	CARLINGFORD
 1.0 2	 0.9 2	 1.5 2	 1.8 2	 1.2 2	 1.0 2	 1.4 2

TELFERA	DUNDAS	RYDALMERE	ROSEHILL	GRANVILLE	ARIDA CENTRE	SOUTH GRANVILLE
 1.3 2	 0.8 2	 1.2 2	 1.9 2	 1.0 2	 1.3 2	 1.0 2

RAWSON ROAD	CHESTER HILL	BASS HILL	BANKSTOWN AERODROME	MILPERRA ROAD	MILPERRA	BANKSGROVE ROAD	REVEASY
 2.4 3	 1.7 2	 1.7 2	 1.8 2	 0.9 2	 1.3 2	 1.4 2	

 EXISTING	 NEW
 MAJOR EXISTING	 MAJOR NEW

KILOMETRES 42.1

STATIONS 29


MINUTES 60

COST \$/BILLION







18. CASTLE HILL Metro

KMS MINUTES

	SOUTH PENRITH		NEPEAN		PENRITH		PENRITH LAKES		CRANE BROOK	
		2.1 2		1.1 2		1.7 2		2.2 3		2.1 2

LLANDILO WEST		LLANDILO		SHANES PARK		MARSDEN PARK		GRANGE AVENUE		NORWEST CENTRAL	
	2.6 3		2.7 3		3.3 3		2.2 3		2.7 3		2.3 3

THE PONDS		STANHOPE GARDENS		PARKLEA		BELLA VISTA		NORWEST		SHOWROUND	
	2.1 2		1.2 2		1.5 2		1.9 2		1.4 2		1.3 2

ROWALLAN		CASTLE HILL		ROGANS HILL		WEST PENNANT HILLS		THOMPSONS CORNER		BEECROFT
	1.2 2		1.2 2		1.3 2		1.8 2		1.6 2	

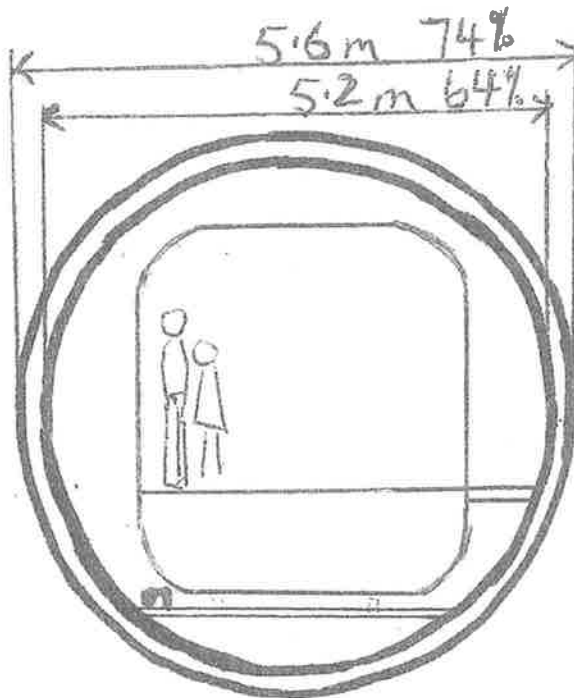
 EXISTING
 MAJOR EXISTING
 NEW
 MAJOR NEW

KILOMETRES 41.5
 MINUTES 51

STATIONS 23
 COST \$1 BILLION

TUNNELS

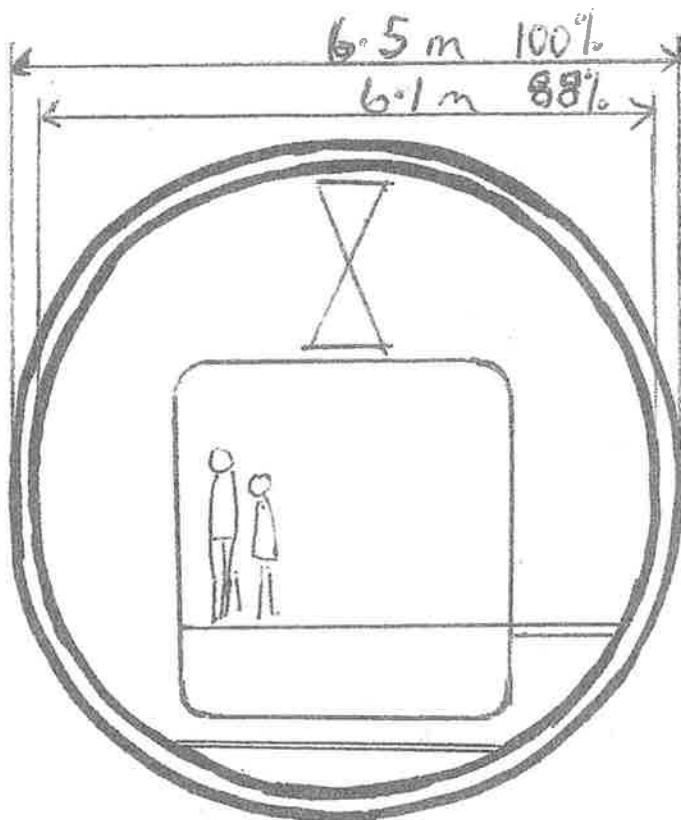
2.



METRO

NO PANTOGRAPH/CATENARY.

EXT. DIA 5.6m
 AREA 24.63 m²
 INT. DIA 5.2m → 73%
 AREA 21.24 m²
 H 3.68 W 3.20
 WT 35t
 LENGTH 3 CARS 70m - 43%
 CAPACITY 931 148/783
 10 TRAINS 9310 1480/7830
 SPOIL 3.1 MILLION TONNES
 \$0.16B/KM



HEAVY RAIL

SINGLE DECK

WITH PANTOGRAPH/CATENARY 1.6m

EXT DIA 6.5m
 AREA 33.18 m²
 INT DIA 6.1m → 100%
 AREA 29.22 m²
 H 3.68 W 3.20
 WT 300 t?
 LENGTH 8 CARS 163m - 100%
 CAPACITY 78x8 = 624 SEAT
 + 40x8 = 320 STAN
 TOTAL 944
 CAPACITY
 6 TRAINS 5,664 3,744/1920
 SPOIL 4.5 MILLION TONNES.
 \$0.23B/KM

METRES



CAPACITY

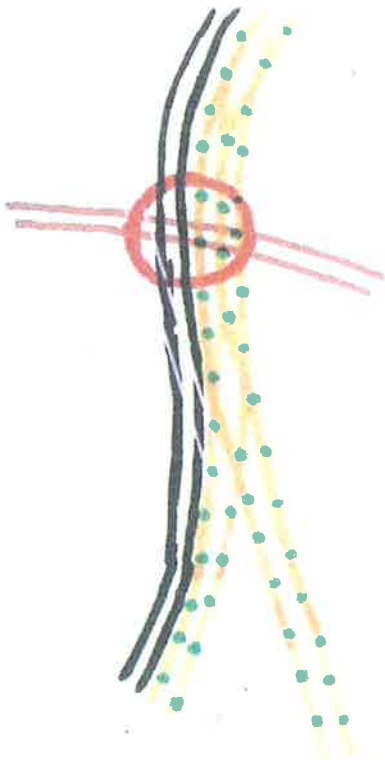
		SEATS	STAND	TRAINSETS			
				1	6	15	30
1	<u>HEAVY RAIL</u> <u>DOUBLE-DECK</u>	(112) [2] UP (48)	(10x16)	[16]			
	<u>8-CAR</u> WARATAH A	896	160	1,056	6,336	15,840	
2	<u>HEAVY RAIL</u> <u>SINGLE-DECK</u>	(56) [2]	(10x16)	[16]			
	<u>8-CAR</u> NWRL	448	160	608	3,648	9,120	
3	<u>METRO</u>	(62) □	(178)	(240) □			
	<u>8-CAR</u> SINGAPORE	492	1,428	1,920	11,520	28,800	
4	<u>METRO</u>	(48) □	(212)	(260) □			
	<u>6-CAR</u> HONG KONG	288	1,272	1,560	9,360	23,400	
5	<u>METRO</u>	(49) □	(261)	(310) □			
	<u>3-CAR</u> SINGAPORE CIRCLE & DOWNTOWN LINES	147	783	930	5,580	13,950	

PRIORITY [2]

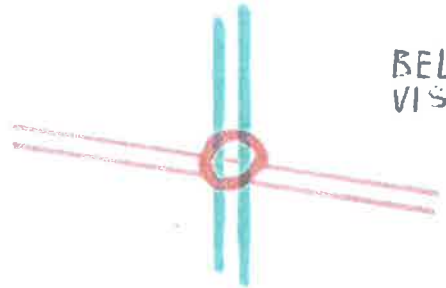
SYDNEY THIRD TIER NETWORK

STAGE 1 CASTLE HILL METRO - Northwest Central - Beecroft

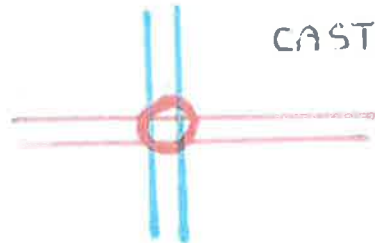
STAGE 2 SOUTHERN CROSS METRO - Beecroft - Greenville



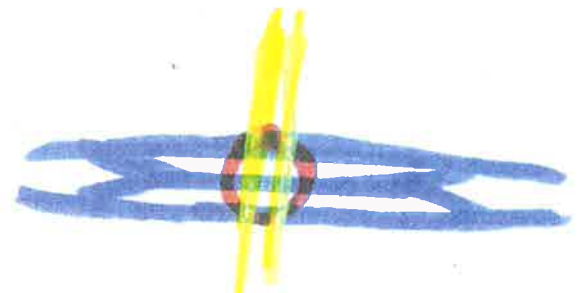
NORTHWEST CENTRAL
& SCHOFIELDS



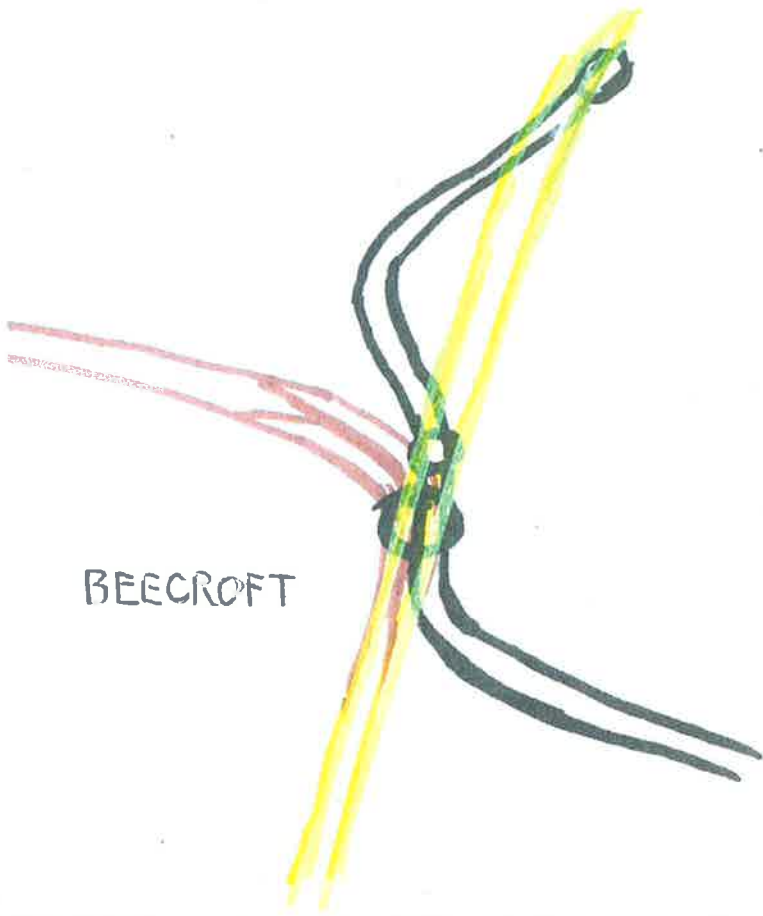
BELLA
VISTA



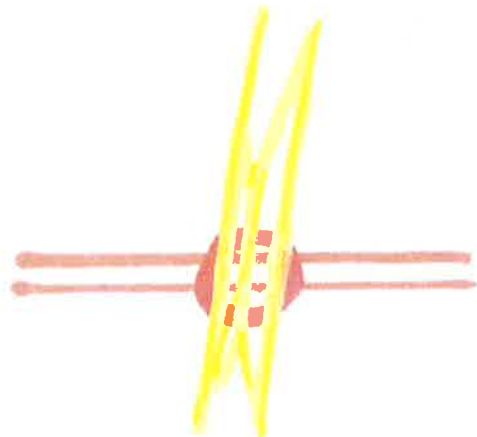
CASTLE HILL



CARLINGFORD COURT



BEECROFT



RYDALMERE

Alstom Metropolis C830

From Wikipedia, the free encyclopedia

The **Alstom Metropolis C830** are the second generation of communication-based train control (CBTC) rolling stock to be used in Singapore's Mass Rapid Transit (MRT) lines. Alstom was contracted in 2000 (as part of turnkey contract C830) by the Land Transport Authority (LTA) in Singapore to supply the trains for the Circle MRT Line.

The automated system version, previously known as "moving block systems", CBTC systems do not require traditional "fixed-block track circuits" for determining train position. Instead, they rely on "continuous two-way digital communication" between each controlled train and a way side control center, which may control an area of a railroad line, a complete line, or a group of lines. Recent studies consistently show that CBTC systems reduce life-cycle costs for the overall rail property and enhance operational flexibility and control.

Despite being similar to the fully underground North East MRT Line, the decision was made to power the three-car trains along the upcoming Circle Line by third rail instead of overhead catenary. 40 trainsets of three cars each were purchased for the Circle Line. LTA says that they will be adding 16 new trains to the Circle Line by 2015.

These cars, although similar to their counterparts running on the North East Line, do not feature LCD displays in each car. Also, the front of the train features an extra window cut into the emergency exit door, something lacking in the North East Line trains. In addition, due to its driverless configuration, there are windows at the front and back of the train, giving passengers a view of the tunnel as the train speeds through.

Contents

- 1 Serial number
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Alstom Metropolis C830



Alstom Metropolis C830 trains in Kim Chuan Depot.



Interior of the Alstom Metropolis C830 on the Circle Line.

In service	28 May 2009 - Current
Manufacturer	Alstom
Built at	Valenciennes, France
Family name	Metropolis
Constructed	2005 - 2008
Number built	120
Formation	3 per trainset Mc1 - T - Mc2
Capacity	931 passengers 148 seats
Operator	SMRT Trains (SMRT Corporation)
Depot(s)	Kim Chuan

Alstom Metropolis C830C

From Wikipedia, the free encyclopedia

The **Alstom Metropolis C830C** together with the Alstom Metropolis C751C are the third generation of communication-based train control (CBTC) rolling stock to be used in Singapore's Mass Rapid Transit (MRT) lines. The contract, worth S\$134 million, was awarded to Alstom (as part of turnkey contract **C830C**) by the Land Transport Authority (LTA) in Singapore to supply additional trains for the Circle MRT Line. The train, a total of 24 trainsets of 3 cars will be delivered starting from 2015.^[]

See also

- Alstom Metropolis

External links

References

- ↑ "LTA and SMRT Award Contracts for New Trains and Re-Signalling

Project" (http://app.lta.gov.sg/corp_press_content.asp?start=5qmktlgi52sor9rc5r00c6xm8pg371lwhgx5hvtwu8381p6o95) . February 01, 2012.

http://app.lta.gov.sg/corp_press_content.asp?start=5qmktlgi52sor9rc5r00c6xm8pg371lwhgx5hvtwu8381p6o95.

Retrieved February 02, 2012.

- ↑ "Alstom to supply 34 Metropolis trains and signaling upgrade to Singapore metro" (http://www.alstom.com/transport/news-and-events/press-releases/alstom-supply-34-metropolis-trains-signaling-upgrade-singapore-metro/) . February 01, 2012. http://www.alstom.com/transport/news-and-events/press-releases/alstom-supply-34-metropolis-trains-signaling-upgrade-singapore-metro/. Retrieved February 02, 2012.

Alstom Metropolis C830C

In service	2015
Manufacturer	Alstom
Built at	Shanghai, China
Family name	Metropolis
Constructed	2012 - 2015
Number built	72
Formation	3 per trainset <div>Me1 + T + Me2</div>
Capacity	931 passengers
Operator	SMRT Trains (SMRT Corporation)
Depot(s)	Kim Chuan
Line(s) served	Circle Line

Specifications

Doors	1,400mm, 8 per car
Maximum speed	90 km/h
Traction system	IGBT-VVVF (Alstom ONIX)
Power output	1.66 MW
Electric system (s)	750 V DC 3rd rail
Safety system (s)	Alstom solution - URBALIS control system (ATC/CBTC, ATO, UTO)

Bombardier MOVIA C951

From Wikipedia, the free encyclopedia

The **Bombardier MOVIA C951** is a light rail train built by Bombardier Transportation for use on the Downtown Line, Singapore, which is presently being built.

75 trainsets consisting of 2 cars each were purchased at a cost of approximately \$857m^[1] million for passenger service.^[1] These trains will be delivered between late 2012 to 2016. They will be stabled at East Bannochburn and also on Kint Chuan Depot.

Bombardier beat Alstom, Kawasaki Heavy Industries and Hyundai Rotem in the tendering process as the lowest cost offered.^[2]

Bombardier MOVIA C951



Exterior of a mock-up of the C951



mock-up interior of the C951

Contents

- 1 Operation
- 2 Features
 - 2.1 Design
 - 2.2 Others
- 3 See also
- 4 External links
- 5 References

Operation

The C951 trains are fully automated, without attendant, running on a system similar to that used on the C751 V and C830.

Features

Design

The C951 trains may include several features that were not seen in existing trains.^[1] These features have been incorporated into the mock-up of the train at the Land Transport Authority Hampshire Office.

New features include:

- Overgonomic seat profiles

In-service:	2015
Manufacturer:	Bombardier Transportation
Built at:	Changchun City, China by Changchun Railway Vehicles
Family name:	Movia
Number built:	231
Formation:	2 per trainset
Operator:	Singapore Land Transport Authority Corporation
Depots:	East Bannochburn and Kint Chuan
Liners served:	Downtown Line
	Specifications
Car body construction:	Aluminium
Car length:	70,490 mm (231 ft 4 in)

^[1] http://www.bombardier.com/gt/Bombardier_MOVIA_C951.aspx

A new design of straphangers, which is also used in other metros worldwide, offers commuters a steadier grip during train journeys.

f) Two-tone flooring

The two-tone flooring is an aesthetically new design.

6. Existing features such as two rows of overhead rail with straphangers and triplicated poles are retained for commuters to hold on to during the train journey. These features also serve to encourage commuters to move inwards, away from the doorway.

Environmental-Friendly Train

7. The use of new technology in the train's power generation and drive systems is one of the key features of the environmental-friendly train. The ability to apply regenerative brake over a larger speed range during operation provides higher energy recovery and reduces brake wear. In addition, the application of medium-frequency converters in power generation helps in the reduction of overall energy consumption. There will be a weight saving of 1.4 tonnes per train, which over the life of the train, would translate to an energy saving of approximately 8,000 kilowatt hour per year.

Background

8. Contract 951 is for the procurement of 73 three-car trains for DTL. The Contract was awarded to the consortium Bombardier Transportation GmbH / Bombardier (Singapore) Pte Ltd in November 2008.

9. The DTL trains are designed in Germany and manufactured in Changchun, China.

About Downtown Line

10. At 40 km with 33 stations, DTL is the longest fully underground rail project to date and will run through high-traffic and built-up corridors. With the DTL, the connectivity of the existing rail network will be strengthened. The DTL will facilitate direct travel from the northwestern and eastern areas of the island to the Central Business District and the Marina Bay. It also provides a strategic transport link to support the development of the Marina Bay area.

12. DTL is projected to see a daily ridership of around 500k when in full operation.

Last Updated on 22/10/2009

Land Transport Authority

Yon Tulse:

*Next step: Circle Line Part 1 (+2, 3, 4) parts 4

33 km
29 stations
ORBITAL LINE
LAND TRANSPORT AUTHORITY (LTA)

40 TRAINS - 3 CAR TRAINSETS
FULL UNDERGROUND
500,000 COMMUTERS
FULL AUTOMATIC - DRIVERLESS

Water feature at BRATS BASAK STATION
Work of art

COST \$4.6 BILLION (US\$)
\$140 MILLION/KM.

ALSTOM METROPOLIS C830
DOWNTOWN LINE 40KMS + 33 STATIONS

OTHER VIDEOS
"SMART TRAINS - Excellence in Motion" (1994)
"SMART AIRPORT EXPRESS LINE"

"LAND TRANSPORT AUTHORITY - THE WORLD CLASS 1"
"LAND TRANSPORT PLANNING ORGANISATION PART 1"

"CONSTRUCTION OF THE DOWNTOWN LINE 2"
"DOWNTOWN LINE 2 ROUTE"

"TBM/TUNNELLING VIDEO"
"TUNNEL BORING MACHINE LOVAT RME232"
"TUNNELLING UNDER A RIVER"

NO T-JUNCTIONS

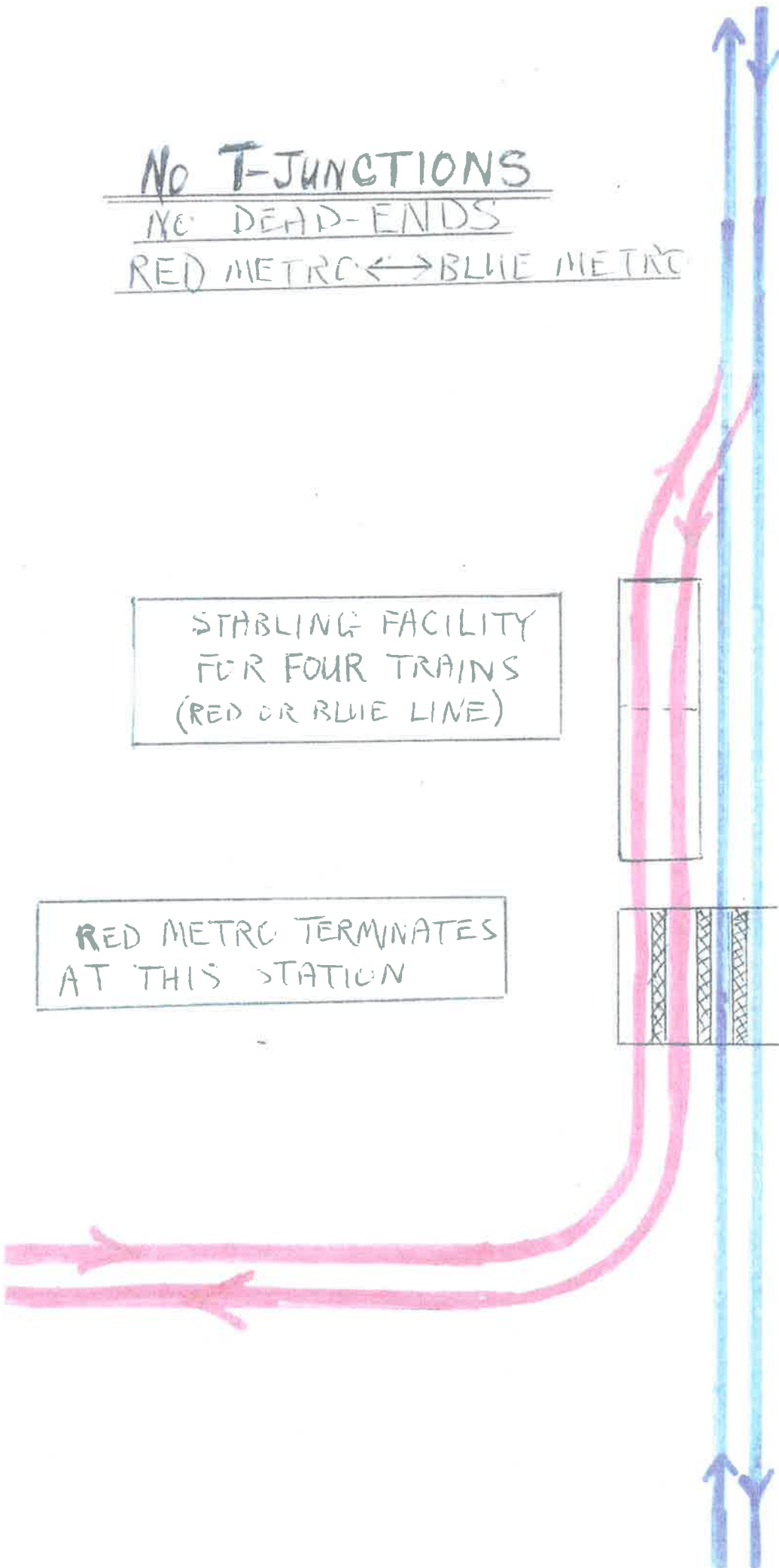
NO DEAD-ENDS

RED METRO ↔ BLUE METRO

STABLING FACILITY
FOR FOUR TRAINS
(RED OR BLUE LINE)

RED METRO TERMINATES
AT THIS STATION

STATION WITH
ISLAND
PLATFORMS



Third Middle Track at Station,

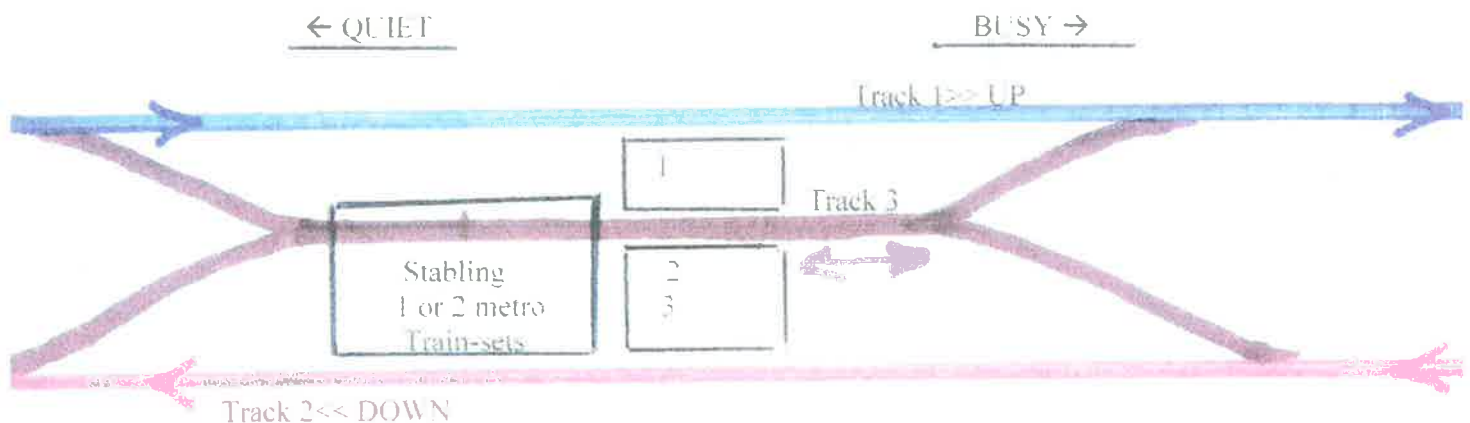
NSW Long-Term Transport Master Plan
Submission: Response to Discussion Paper
Date Due: 27.4.2012

SYDNEY TRANSPORT

Q4. In solving the transport problems in Sydney, what transport mode should be the first priority for new investment, bearing in mind the need for a socially equitable and environmentally sustainable transport system? A second network of metro trains needs to be started. Metro is clearly the best option for a large number of reasons. The first stage must be on the North Shore Line or in the North West NWRL area.

The concept of a THIRD MIDDLE TRACK at STATIONS needs to be studied. It would have several advantages to the efficiency of the new metro network.

- Emergencies at stations can be resolved.
- Breakdowns can be stabled.
- Trains can change to the other two tracks.
- Trains can reverse direction.
- Peak capability can be doubled.
- Stabling capability for 1 or 2 trains.
- Allows closure of one track during operational hours.
- Allows closure of Platform 1 or Platform 2/3 during operational hours.
- Allows more services towards busy area.
- Allows track repairs near station on one track.
- "Limited stops" metro services could be developed in busy areas by building several consecutive stations with this station design.
- Stations with a third middle track could be built at regular intervals and at strategic locations, perhaps every fifth station.



Greiner's traffic plan a real choker, says expert

SMH 15/10/2012

Jacob Saulwick
TRANSPORT

A PLAN to build motorways across the west, inner west and south of Sydney is a throwback to 1950s transport planning that will quickly lead to congested roads, says one of the state's most respected transport figures.

In rare public comments, the former chief road builder and rail bureaucrat, Ron Christie, has delivered a scathing critique of the plan being proposed by the head of Infrastructure NSW, Nick Greiner, as part of its 20-year strategy for the state released this month.

Mr Christie's critique argues the strategy includes no plan to allow commuters to switch between the new M4 and M5 motorways and public transport. It also says the plan for the train



Critical of the new strategy ...
Ron Christie. Photo: Fiona Morris

system is deficient. "What is plan B when both the M4 and M5 run full in a few years' time after completion?" Mr Christie said.

His comments carry the rare

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Read Ron Christie's full analysis of the Infrastructure NSW proposal

authority of one who has led the state's road and public transport arms. As a former chief executive of the Roads and Traffic Authority, he led the construction of the Eastern Distributor.

He also oversaw the widening of the M4 from four lanes to six between Penrith and Westmead before the Olympics in 2000. After the M4 was widened, it immediately became clogged again.

"That example indicates that without other measures, just taking a roads approach to the problem is doomed to fail," he said. "It is back to the 1950s. It is a real LA-type solution."

The state infrastructure strategy was built around new M4 and M5 motorways – dubbed WestConnex – to run through inner west and southern Sydney.

The government has since adopted the project but is yet to respond to Infrastructure NSW's other suggestions.

Infrastructure NSW, chaired by Mr Greiner, a former premier, argued against adding new lines to Sydney's train network beyond the south-west and north-west rail links already under development.

Infrastructure NSW argued that most journeys in Sydney were by car, therefore the city needed more motorways before new public transport projects.

But Mr Christie said that without investment in public transport, roads would inevitably become clogged. There was no

plan to allow motorists to use the new motorways then change to public transport. The plan offered little detail on how to deal with congested traffic coming off the motorways.

"The report attempts, but not convincingly, to mount the argument that motorway extensions towards centres of activity do not in themselves attract more private transport," Mr Christie said.

"Experience is that they do, especially if there is a failure to develop a high-class public transport alternative."

Mr Christie was also the coordinator-general of rail and ran transport operations during the Olympics. He has not commented on transport issues since chairing the Herald's independent transport inquiry in 2009-10.

He said the motorway plan condemns drivers to sharing

road tunnels with large truck heading to and from Port Botany

"The mixing of trucks and private vehicles in a confined tunnel increases safety risks but also presents ventilation challenges," he said. Infrastructure NSW could have considered a separate truck tunnel for the eastern extension of the M5, he said.

A spokeswoman for Infrastructure NSW said: "Mr Christie is entitled to his opinion but the state infrastructure strategy is all about generating fresh ideas, fresh thinking and moving on from past failures."

She said the strategy did offer ways to reduce congestion near the airport and Port Botany, and options for interchanges between WestConnex and public transport would be considered as part of detailed project development in coming months.