

NORTHCONNEX EIS SUBMISSION NO.1
M1 PACIFIC MOTORWAY TO M2 HILLS MOTORWAY CONNECTION
VICTOR P TAFFA
8 SEPTEMBER 2014

Special Interest Reasons

- Previously worked as a Taxi Driver from Oct 2002-May 2007.

This NorthConnex EIS Submission concerns connecting the M1 Pacific Motorway (formerly the F3 Sydney-Newcastle Expressway) at North Wahroonga with the M2 Hills Motorway at Baulkham Hills.

NorthConnex requires adequate filtration for fumes and the fumes chimneys should have the least impact on the community as possible. If NorthConnex follows world standards and those standards are not adequate for the local community then the filtration systems for NorthConnex should lead the world in Motorway filtration that avoids the poisonous atmosphere of the M5 East Tunnel.

NorthConnex should not involve resuming affected residential properties' without compensating owners at current market rates.

NorthConnex will not solve traffic congestion. The M2 Motorway was sold as the answer to traffic congestion and the final piece in the missing road network puzzle.

NorthConnex will worsen traffic congestion particularly on the M2, Pacific Highway, Pennant Hills and Beecroft Roads.

Pennant Hills Road at Pennant Hills was previously four lanes and has since been widened to six lanes and is now a very good road.

The M1 has been widened and upgraded and is now a very good road.

Alternative Plan

Pacific Highway

Grafton

The Pacific Highway at Grafton is in urgent need of duplication. On 20 October 1989 21 people were killed and 22 people were injured in a horrific Bus Crash.

Kempsey

The Pacific Highway at Kempsey is in urgent need of duplication. On 22 December 1989 35 people were killed and 41 people were injured in a horrific Bus Crash.

The Pacific Highway between Newcastle and the Queensland Border similarly requires duplication.

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The Pacific Highway duplication projects are more urgent and important than building NorthConnex.

Heavy Railway Expansion

Heavy Railway Expansion should occur in preference to NorthConnex.

The Labor Party promised to quadruple the Hornsby-Strathfield Northern Line in 1949. The Northern Line carries Freight, Interstate, Interurban and Suburban trains and requires complete four continuous tracks and not passing loops.

On the last page of my submission is a copy of a newspaper article dated 10 October, 1985 in the Northern Herald campaigning for improved rail services on the Northern Line.

The Epping-Thornleigh Third Rail should have a fourth track and the North Strathfield Rail tunnel project should also have four tracks operating to Strathfield.

Tracks are like lanes on a road.
Trains cannot run without tracks.

The North West Rail Line should operate as a Heavy Rail service even if single deck carriages are to be used.

If Chatswood Railway Station has dual Metro/Heavy tracks this will simply clog up the North Shore Line.

Chatswood Railway Station is in the seat of Willoughby, held by Transport Minister Gladys Berejiklian.

Epping Platform 4 should be the terminating Platform for the North West Line.
Epping Platform 4 was to be the terminating Platform for the Line from Parramatta.
Epping Platform 4 is either hidden or unbuilt.
Epping Platform 4 remains unnumbered at the station.
Epping Platforms 5 & 6 should be for the duplicated line from Parramatta and Carlingford.

If the North West Line operates as a Heavy Rail service, there will be no problem with integration with existing lines.

Expanding our heavy railways is more an urgent and important problem to overcome than building NorthConnex. This includes new heavy railway lines, line duplication and line quadrupling.

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Electrifying every railway line throughout New South Wales is more an urgent and important problem to overcome than building NorthConnex.

High Speed Rail (HSR)

HSR to EVERY Capital City including Hobart via a Rail Ferry across Bass Strait is more an urgent and important problem to overcome than building NorthConnex.

www.isput.com.au contains Heavy Railway Expansion Plans and is a better solution than NorthConnex.

Restaurant/Lounge Carriages

Restaurant/Lounge Carriages will add a new enjoyable dimension to rail travel throughout Sydney and New South Wales enabling people to buy a drink or have something to eat in a lounge style environment on the way to or from work or a night out.

Conclusion

Pennant Hills Road at Pennant Hills was widened to six lanes. The Sydney Harbour Bridge was built by Dr. John Bradfield with six lanes and four railway tracks and opened on 19 March 1932.

The M5 East was poorly planned and built for Sydney to a cost and not for a purpose. All road tunnels including the M5 East should have funnels to remove poisonous fumes.

The M2 was poorly planned and has been recently widened when it should have been built with six lanes originally.

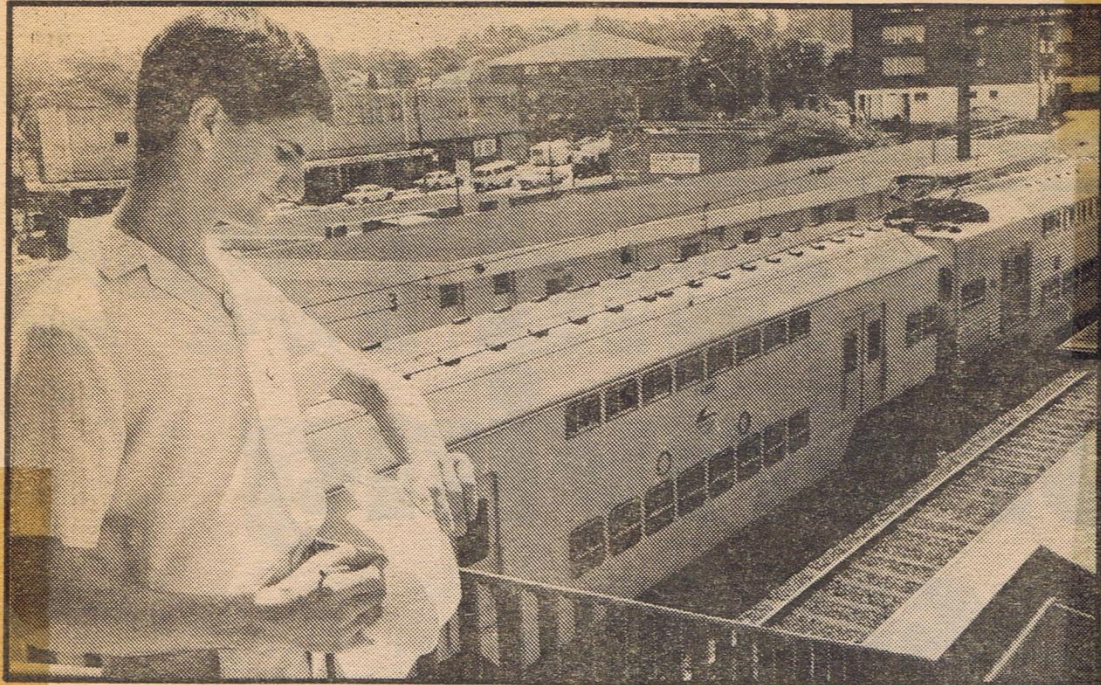
The M2 was supposed to have solved traffic congestion on the Beecroft Road Bridge at Epping Railway Station. The M2 has worsened traffic congestion on Beecroft and Blaxland Roads at Epping Railway Station.

NorthConnex needs to ensure that truck over-height issues are avoided by building higher than necessary tunnels.

Sydney needs heavy railway expansion that allows the road network to flow freely. Any stage of NorthConnex needs to be built for a purpose and not to a price.

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The Northern Herald - Supplied to the S.M.H. 10-10-85.



Picture by JOHN TITCHEN

Late again . . . Victor Taffa checks his watch as a train arrives six minutes late at West Ryde station.

Family goes to war against late trains

By TOM GILLING

For three months, Victor Taffa, his brother and two sisters have been standing on the platform at West Ryde station watching the trains run late.

Since July, the Taffas, infuriated by the delays they have encountered on the Hornsby to Strathfield line, have kept a record of all the trains which arrived late or did not arrive at all.

In their one-family war against delays and sudden cancellations the Taffas have enlisted the support of Bruce Baird MP, who has promised to raise the subject with the Minister for Transport, Mr Unsworth.

They have also presented damning evidence to Mr Unsworth himself.

Their records reveal that an average of three trains a week failed to turn up while the Taffas were waiting on the platform to go to work or school.

This does not include the trains that were so crowded that it was impossible to climb aboard.

The Taffas have been left behind by trains that were supposed to be broken down, pitched out of defective trains midway through their journey, plunged into darkness when the train lights went out and have waited indefinitely for trains which have been indefinitely delayed.

But the Government has remained unmoved.

Dismayed and frustrated they may be, but the Taffas are not about to give up. They have just started to compile another report.