

Bankstown Metro Submission No. 1

12 May 2016

Victor P Taffa

ATTENTION: Director, Infrastructure Projects

Please be advised that I oppose Rapid Transit Metro Rail Technology for Sydney, Brisbane and Melbourne and include Positive Alternatives as I do not oppose the construction of new Railway Lines.

Memberships

- Australian Railways Historical Society, New South Wales Division
- Sydney Tramways Museum

Special Interest Reasons

- Previously worked at David Jones Market Street, Sydney Store.
- Previously worked at South Sydney Leagues Club, Chalmers Street Redfern.
- Previously worked with Sydney City Council via Drake International.
- Previously worked as a Taxi Driver from October 2002-May 2007.
- Since 1975 I have been a regular heavy rail commuter.
- Since 2010 www.isput.com.au supports light rail and heavy rail in Sydney.
- www.isput.com.au (Improve Sydney Public Transport)
- www.isput.com.au receives constant visits and page views to site every day.
- Verbal commendation of ISPUT Website from Ron Christie, Fmr. Director-General
- Verbal commendation of ISPUT Website from Basil Hancock, RailCorp

Please be advised that all maps on the ISPUT website are drawn up in keeping with the principles of cartography and other historical factors.

Positive Alternatives

As opposed to Rapid Transit Metro Rail with carriages that has 70% standing capacity, the Bankstown Metro should be Heavy Rail Technology only with carriages of 70% seating capacity.

Heavy Rail will enable High Speed Rail (HSR aka Japan's Bullet Train) to operate at speeds of 450-500 km/h to every Capital City including Hobart via a roll-on roll-off Rail Ferry across Bass Strait.

Sydney Harbour Rail Tunnel

Heavy Rail will enable Sydney Harbour Rail Tunnel to operate services to:

- Epping-Chatswood Line
- Epping-Chatswood Line extends to Carlingford Line
- Carlingford Line extends to Liverpool via converted Bus Transitway
- North West Line
- North West/Richmond Line Overpass plus Double Track Diamond Junction
- Old Ropes Creek Branch Line corridor
- St. Mary's Interchange Platforms with Western Line

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- Western Sydney Airport Railway Station
- Western Sydney Orbital Railway Line
- Brookvale Railway Line
- Northern Beaches Railway Line
- Brisbane HSR Services

Central Railway Station

Currently directly below unused Platforms 26 & 27 is Platforms 24 & 25. Platforms 26 & 27 would be used for the Bradfield Second City Circle Railway Line and Canberra and Melbourne HSR Services as contained in www.isput.com.au

Bradfield Second City Circle Railway Line to be used by Inner West and Western Lines.

New island Platforms 28 & 29 would be built underneath Platforms 24 & 25 for this new Heavy Railway Line as the line continues onto Waterloo Railway Station in a natural direction.

Chatswood Railway Station

Heavy Rail allows easy conveyance of trains and will not jam up the North Shore Line.

Martin Place Railway Station

Heavy Rail enables the new line to diverge into Martin Place Railway Station via a slightly different alignment as the line continues onto Pitt Street Railway Station in a natural direction thus saving billions of dollars on new subterranean Metro Platforms. Money saved here can be used for construction of Central Railway Station Platforms 28 & 29.

Sydenham Railway Station

Heavy Rail allows easy conveyance of trains and will not jam up the Illawarra Line.

Bankstown Line

Heavy Rail allows easy conveyance of trains and will not jam up the Southern Line for fast expanding population at Liverpool.

Retain Bankstown Line as Heavy Rail and build extra tracks from Bankstown-Cabramatta to cater for growth in population.

Build extra tracks to enable temporary Railway Stations to be used while existing Railway Stations are upgraded with higher level, straighter platforms and lifts installed.

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These measures avoid closure of Bankstown Line. What roads close for upgrades? This Rapid Transit Metro Rail is a ploy by the Car Industry to destroy the Railways. Sydney's Heavy Rail Network coped very well during the Sydney 2000 Olympic Games and moves 1 Million People every weekday successfully.

Western and Illawarra Lines had extra tracks built with Railway Stations such as Newtown and Macdonaldtown losing Platforms to accommodate extra tracks.

Burwood Railway Station was moved across Burwood Road and was rebuilt.

North Strathfield Railway Station

North Strathfield Railway Station would be rebuilt as a twin island station with lifts while keeping Northern Line Trains running. However as trains would not be able to stop at North Strathfield buses would replace trains for North Strathfield commuters during the duration of the works. Details of how this would be achieved are contained in an article that I wrote. The link is as follows:

<http://www.southernthunderer.com.au/strathfield-hornsby-northern-line-commuters-kept-waiting-since-1949/>

Funding

The Transport Budget would become equal to that of Health and Education to pay for Higher Level, Straighter Platforms with lifts. New Heavy Railway Tracks and Lines built to cater for Sydney. Other funding formula includes:

- Federal Government
- State Government
- Private Consortium Involvement
- Railways Lottery
- Restaurant/Lounge Carriages
- Railway Bonds

Facebook Message

Please be advised of the Facebook Message that I posted about the Bankstown Metro Victor Phillip Taffa 13 hrs (11 May 2016)

BANKSTOWN METRO RAIL ENVIRONMENTAL IMPACT STATEMENT (EIS)

The EIS for the Bankstown Metro Rail Project spells utter chaos for the Heavy Rail Network that moves 1 Million People every weekday successfully.

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4/69a Darvall Road
West Ryde NSW 2114
PH: 02 9874 1542
PH: 0416 134 650

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This lazy, sloppy idea presumes that the Rail Network will carry on and both Heavy Rail and Metro Rail Technology will fit neatly together.

It is like trying to fit a square block into a round hole.

Total and utter stupidity by Rodd Staples and other Transport Officials.

During the EIS Process for the Rozelle Metro Rail Project, I met Rodd Staples at Ryde Bowling Club in 2008.

He sought to belittle me and treated me with disdain.

Firstly the Bankstown and Epping-Chatswood Railway Lines will be closed for 6-12 months for conversion to Metro Lines and sold.

At Chatswood Railway Station the North Shore Line will be jammed up with both Heavy Rail and Metro.

Martin Place Railway Station will have subterranean Metro Platforms just so we can be like the London Tube where Sydney has 15 Million People to move.

At Central Railway Station Platforms 13, 14 and 15 will be removed just to accommodate Metro Platforms.

There are some people who want to terminate all Interurban and Interstate trains at Strathfield and do to Central Station what they did to Newcastle Railway Station.

At Sydenham Railway Station the Illawarra Line will be jammed as the Metro Line comes from underground onto the surface Bankstown Line.

During the Premiership of Barry O'Farrell Public Submissions were called for the extension of the North West Line into Marsden Park or onto the Richmond Line.

During the Premiership of Barry O'Farrell Public Submissions were called for the extension of the South West Line.

Premier Mike Baird is doing the bidding of the Car Industry in completely jamming up the Heavy Rail Network.

Line by Line, Sydney's Tramway Network was closed.

Line by Line, Sydney's Heavy Rail Network will either convert to Metro or be closed.

The Newcastle Railway Line is an example of what is in store.

People such as Rodd Staples should resign before Sydney loses one of the world's best and largest metropolitan rail networks.

Howard Collins who is a nice man was the head of the London Tube and brought out to Sydney to supposedly bring our rail network up to modern standards before being sold off.

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