

BAYSWATER ROAD TRANSPORT ONLY ZONE TRIAL SUBMISSION NO. 1

VICTOR P TAFFA

7 JANUARY 2014

Special Interest Reasons:

- Born at St. Margaret's Hospital Darlinghurst
- Lodged 4 Supportive EIS Submissions of Sydney CBD George Street Light Rail Line
- Lodged Supportive EIS Submission to move Carpark from Wynyard Station to Barangaroo South
- Member of Souths Juniors
- Member of Sydney Cricket Ground (SCG)
- My Mother grew up at 88 Alison Road Randwick and 42 Middle Street Kingsford
- Support for Heavy Rail Sydney CBD Bradfield Line as contained in www.isput.com.au
- Support for Light Rail Sydney CBD City Circle Line as contained in www.isput.com.au
- Worked at David Jones Foodhall, Market Street Store
- Worked at South Sydney Leagues Club, Chalmers Street Redfern
- Worked at Sydney City Council, via Drake International
- Worked as a Taxi Driver from Oct 2002-May 2007 Authority No. GO 7584
- Candidate, Seat of Sydney, March 2015 New South Wales Election

Bayswater Road Transport Only Zone Trial:

The Bayswater Road Transport Trial sounds great but will not solve the problem as intended. Getting people in and out of Kings Cross safely will not improve with this plan. Reason being is that Darlinghurst Road between Bayswater Road and Greenknowe Avenue will continue to be a drag strip for hoon cars and people who 'King-Hit' people. As with George Street Sydney at The Rocks the street has been closed off for traffic during certain hours on a Friday and Saturday Night.

Darlinghurst Road Kings Cross Taxi Rank:

The Darlinghurst Road Taxi Rank that used to operate directly opposite Kings Cross Railway Station could handle at least 12 Cabs and moved people as intended. Previously as a Taxi Driver I would travel from the Sydney CBD to Kings Cross along William Street, Kings Cross Road, Ward Avenue and Greenknowe Avenue to access the Darlinghurst Road Rank. I made this trip on many thousands of occasions to pick up passengers.

At the time when the Rank was removed I knew that this would be a mistake and a retrograde step. As it appears to be the case it was a backwards step to close the Darlinghurst Road Rank and move to a smaller more obscure location in Bayswater Road.

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The Darlinghurst Road Rank is better than the Bayswater Road Rank because it could handle more Taxi-Cabs and was directly opposite Kings Cross Railway Station.

One reason that the Darlinghurst Road Rank was removed was because people did not like the long row of Taxis as they were 'unsightly'. Hiding the Taxis on Bayswater Road has been a step backwards.

The Darlinghurst Road Taxi Rank should be re-instated at the original length or longer and as a security Rank.

Darlinghurst Road Closure:

As with George Street The Rocks Darlinghurst Road between Bayswater Road and Greenknowe Avenue should be closed to traffic except Taxis and Emergency Vehicles during certain hours on a Friday and Saturday Night. Buses can traverse Bayswater Road. This move will deter Hoon Cars that brings in people who 'King-Hit' people.

24 Hour Train Operation:

24 Hour Train Operations will allow people who visit Kings Cross to get home safely and give local residents some peace of mind.

The people of Kings Cross and Potts Point deserves better than what is occurring at the present time.

The Darlinghurst Road Kings Cross Taxi Rank was relocated and the current Rank is not as adequate as the old Rank. Current Taxi Rank facilities have compounded to problems that exists in Kings Cross and Potts Point.

The Sydney Rail Network used to operate on a 24 Hour basis providing services around the clock.

Largely due to cost cutting Rail Services were cutback to 1.30am and restarted by 5.00am approximately.

Rail Services should be re-introduced around the clock for Sydney and Newcastle with 4 Car Sets only in the early hours of the morning.

- 4 Car Sets are safer than 8 Car Sets and require less cleaning.
- 4 Car Sets should be used in the very early hours of the morning.

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KINGS CROSS:

Kings Cross would be made safer if Trains operated at all hours of the morning. Trains would only have to be 4 Car Sets in the early hours of the night.

NEWCASTLE:

Newcastle would be made safer if Trains operated at all hours of the morning. Trains would only have to be 4 Car Sets in the early hours of the night.

24 HOUR RAIL SERVICES

- Enables more Rail Staff to be employed
- Allows currently employed Staff to work additional hours.
- Would be cheaper to operate than current Rail Replacement Bus Contracts.
- Would not affect current Trackwork Schedules
- Trackwork Rail Replacement Buses would continue to be used.
- Would not affect Train Carriage Cleaning
- Late night trains would be 4 Car Sets only.

24 Hour Train Operations would also include Maitland, Newcastle and Wollongong.

Night Rider Buses:

Currently Night Rider Buses are effectively Rail replacement Buses in the same manner as when Buses replace Trains during Trackwork. Night Rider Buses should not simply go to where Trains normally go to. As with the special Olympic Park routes Night Rider Buses should compliment a 24 Hour Rail Train Operation and not act as a Rail replacement service.

George Street Sydney:

As a Taxi Driver from October 2002 until May 2007 I can speak from experience. The plan to stop Taxi-Cabs from dropping off or picking up passengers in George Street does not stack up. When dropping off passengers people who are paying you the fare and demand without reservation to be dropped off at a point of their choosing become aggressive and abusive to the driver if they do not get their way. On many occasions I was forced into negotiation with the passenger about the drop-off point. Fare paying passengers have every right to get out where they ask to be let out. **It is illegal to detain a passenger beyond that point.**

Since 1788 George Street Sydney has been a thoroughfare of commerce. The plan to stop Taxi-Cabs from using George Street is ridiculous.

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George Street Buses:

The argument that George Street is clogged with buses simply shows how people do not know the history of Transport in Sydney. People used to complain when Trams lined up as far as the eye could see up and down George Street. People thought that Buses would be better and would not clog up George Street.

The plan to terminate Buses at selective locations and then expect people to transfer to Light Rail will not be an improvement from past experiences with Trams or what is currently the case. New Light Rail Vehicles will simply line George Street in either direction if not at first but within a short space of time.

Overhead Wiring:

Trams as with Heavy Rail Trains requires a Pantograph connected to overhead wiring to effectively power the train or tram. Without a Pantograph the train or tram goes nowhere. Some people think that the overhead wiring is ugly. The only reason that some people want to expect a Tram Car to go without a pantograph connected to an overhead wire is for aesthetics. As with the Metro Rail System I do not support this George Street Light Rail System without a Tram Car being powered by a pantograph from overhead wires. I was told that in the event of a power failure the George Street Light Rail vehicles will be pushed by the Tram from behind. This quant idea seems like something from Alice In Wonderland. George Street Overhead wiring should be a span wire system with minimal poles installed. Overhead wires can be connected to Street Light Poles.

George Street Sydney first had Tram Street poles for electric Trams from 1898.

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