

South West Rail Line Extension Submission No. 1
29 August 2014
Victor P Taffa

Special Interest Reasons:

- Previously worked as a Taxi Driver from Oct 2002-May 2007.
- www.isput.com.au that supports Light and Heavy Rail in Sydney since 2009.
- Since 1975 I have had a keen interest in both Heavy Rail Trains and Trams.
- Member, Australian Railways Historical Society, NSW Division.
- Member, Sydney Tramways Museum.

Extending the South West Rail Line to a new Badgery's Creek Airport will be a great boost to the South West of Sydney for new and existing housing and business development.

Extending the South West Rail Line to St. Marys on the Western Line will provide greater transport connections which can and should also join up with the North West Line currently under construction.

The South West Rail Line Extension should be built as a heavy rail line and operated as a heavy rail service. Sydney should operate on one rail technology only.

ISPUT Website (Improve Sydney Public Transport)

My www.isput.com.au ISPUT website supports heavy rail extension and expansion. Attached below are copies of PDF Map's from the ISPUT website. These plans cannot nor are intended to be built within one electoral cycle.

These maps were produced keeping in mind some knowledge of cartography and as a Taxi Driver with a good knowledge of problems that exist in the road network.

These maps were produced in 2009 with the ISPUT website going 'live' in 2009. These lines have a combination of surface and underground alignments.

Branch Line Configuration

The maps on ISPUT including these attached do not terminate as a branch line configuration but extend to existing lines. Even the Bankstown Line Extension has a double track Y Junction at Kemp's Creek that connects to the Campbelltown Line.

Until the completion of the City Loop in Melbourne, every line was a Branch Line Configuration. Branch Line Configuration restricts capacity and service reliability. Through lines should be built that allows with Cross-Over Points to operate differing types of services. Sydney has four Branch Lines. These being the

- Carlingford Line
- Cronulla Line
- Eastern Suburbs Line
- Richmond Line

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Rail Depot/ Maintenance Centres

There should be new Rail Depot/Maintenance Centres built at Kemp's Creek and Riverstone as contained in the Detailed Overview in my ISPUT website.

Bankstown Line Extension

Extends the Bankstown Line from Bankstown to Badgery's Creek with a junction at Kemp's Creek for the Campbelltown Line.

Campbelltown Line

Joins Campbelltown to St. Mary's with a further extension to Riverstone.

Macarthur Line

Connects the existing South West Line by a junction at Harrington Park to a line from Epping and Parramatta to Macarthur.

Sydney Metropolitan Map

The Sydney Metropolitan Map includes existing lines plus extensions of existing lines plus new lines. This map would when built ensure that the Sydney Metropolitan Area has easy access to a Heavy Railway Station and fills in the missing links of the existing heavy rail network. The Sydney Metropolitan Map will create a rail orbital network plus new lines within the orbital routes.

The Road network has an orbital network plan that receives funding because of an ability to sell its case better than what the Railway Industry does.

It should be noted that Sydney has currently one of the best Metropolitan Rail Networks in the world and by extending existing lines and building new lines allows for the Sydney Metropolitan Area to flow freely and not as is the case at present and grinds to a halt due to chronic peak hour traffic congestion.

Sydney building new Tollroads only does nothing to solve peak hour traffic congestion.

High Speed Rail (HSR)

A new Badgery's Creek Airport will not diminish the need for HSR to be built to EVERY Capital City including Hobart via a Rail Ferry across Bass Strait.

Conclusion

The South West Rail Line Extension should be built and the plan also include an extension from Narellan to Macarthur on the Southern Line and St. Mary's to the North West Line currently under construction.

Sydney needs to create a rail orbital network that compliments the existing network in which every rail line radiates into the Sydney CBD.

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IMPROVE SYDNEY PUBLIC TRANSPORT (ISPUT)
Bankstown line Extension

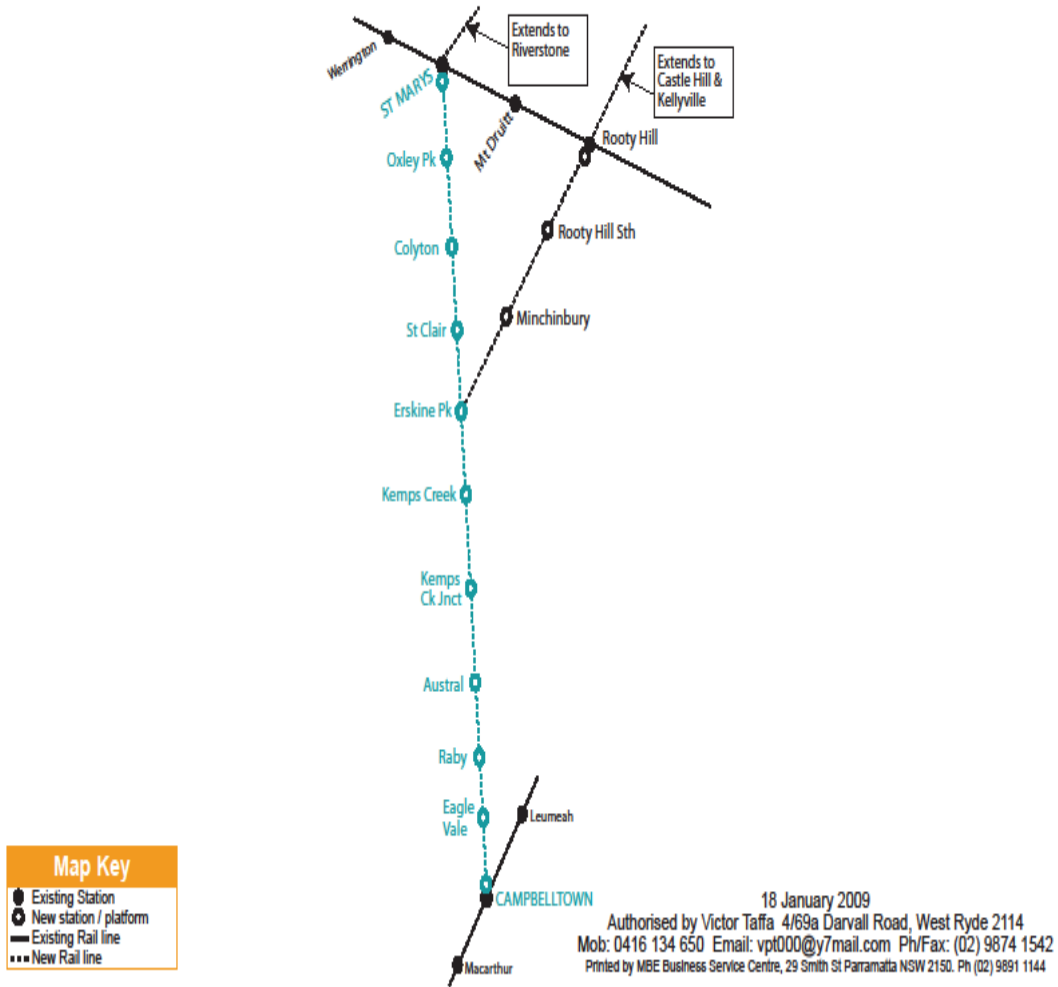


Map Key	
●	Existing Station
⊕	New station / platform
—	Existing Rail line
- - -	New Rail line

18 January 2009
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IMPROVE SYDNEY PUBLIC TRANSPORT (ISPUT)
Campbelltown Line



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IMPROVE SYDNEY PUBLIC TRANSPORT (ISPUT)
Macarthur Line



Map Key

- Existing Station
- New station / platform
- Existing Rail line
- ⋯ New Rail line

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IMPROVE SYDNEY PUBLIC TRANSPORT (ISPUT) - Expansion of the Sydney Metropolitan Rail Network

