

**Improve Sydney Public Transport (ISPUT)**

**Improve Sydney and Rural Railways (IMSARR)**

**EXPANSION AND UPGRADE**

**OF THE**

**SYDNEY METROPOLITAN**

**AND**

**REGIONAL AND RURAL NEW SOUTH WALES**

**RAILWAYS**

**CONCISE OVERVIEW**

18 January, 2009.

In **January 2001**, I produced a comprehensive plan to expand the Sydney Metropolitan Railways.

The '*Long-Term strategic plan for rail*', overview report for the greater Sydney metropolitan region was produced in **June 2001**, of which I received a copy. These plans which have been updated were for **heavy rail**.

The idea of Metro rail was **not** evident at face value to me as contained in that report, as produced by the state government.

Importantly, my proposals **DO NOT** need to sell off the electricity grid in order to finance their construction. Also more than one new rail line should be under construction at the same time.

My plans contain a 4 point funding formula and our railways will remain in public ownership.

Key priorities are:

- Extend the light rail from central to circular quay.
- Extend the light rail from Lilyfield to Dulwich Hill.
- Any other light rail lines should form part of an extended network and not in isolation.
- Connect Parramatta to the Carlingford line and extend to Epping.
- Duplicate the Richmond line.

Construction of new, or extension to existing rail lines are as follows:

**Bankstown Line Extension:**

Linking Bankstown airport and Green Valley, provides residents with an improved link to the Sydney CBD.

**Bradfield Line:**

The current city lines are at capacity. A new city Railway is long overdue.

**Brookvale Line:**

This new line will connect Brookvale with the Sydney CBD and Narrabeen and enable commuters to change trains for Chatswood and Hornsby at Wheeler Heights.

**Campbelltown Line:**

Connecting St. Mary's with Campbelltown on an above ground line.

**Carlingford Line Extension:**

Provides trains on the Carlingford line to continue to Liverpool. Leaving the Carlingford line as a single track branch line is an under utilised yet important piece of rail infrastructure.

**Cronulla Line Extension:**

This will provide the residents of Menai with a railway. As the Cronulla Line is now being duplicated, it would also ease congestion on the Illawarra Line, by linking it to Bankstown.

**Eastern Suburbs line Extension:**

Linking Bondi Junction to Green Square will provide Randwick & UNSW with a much needed railway.

**East Hills Line Extension:**

This extension will allow for the increasing demand of the residents of the south-west with better access to the Sydney CBD.

**Eastwood Line:**

Running under Victoria Road, emerging at White Bay, proceeding across the **OLD GLEBE ISLAND ROAD BRIDGE** and connect to the North Shore line Extension.

**Ermington Line:**

The Ermington Line commences from the Western Line at West Mead and intersects with the Carlingford Line whereby it proceeds on the old goods line corridor and continues in an easterly direction towards West Ryde Top Ryde and joins the Eastwood Line at Quarry Road. This line will ease congestion on the Western Line.

**Hills Line:**

While the Eastwood Line is under construction, it would proceed to Castle Hill, Kellyville, Parklea and end at Erskine Park.

**Lower Blue Mountains Line:**

It would ease congestion on the narrow, windy western line at Glenbrook. The line would commence at Mt. Victoria and connect via a high viaduct with the Richmond Line. This line would become a major tourist attraction with clear top carriages similar to that of the Canadian Rockies train.

**Macarthur Line:**

Linking Macarthur with Parramatta, trains could then proceed onto the Carlingford line to Epping and the Sydney CBD. This would ease congestion on the East Hills Line and reduce travel times to the Sydney CBD.

**North Shore Line Extension:**

Another harbour rail crossing is required, particularly when the Epping to Chatswood line opens.

**North Western Line:**

Allows Hornsby to be linked across to Riverstone and beyond to St. Marys. This will add a much needed boost to public transport users in this heavily populated area of Sydney.

**Northern Beaches Line:**

The construction of a Northern Beaches Line is long overdue. Long suffering residents are due for a decent transport option.

**Northern Line Extension:**

Extend above and below ground the Northern Line to Hurstville. This will ease traffic congestion on METROAD 3.

**Princes Line:**

Utilising an above and below ground route from Green Square to Engadine. This would ease congestion on the Illawarra line, and reduce travel times to Wollongong for commuters.

**Richmond Line Extension:**

The Richmond Line at Blacktown would go underground, emerging at Villawood. This would ease congestion on the western line and improve services on the Richmond line.

**South Eastern Line:**

Connecting the Eastern Suburbs line with the Bankstown line via some of Sydney's favourite tourist destinations and easing pressure, improving reliability and frequency of the Illawarra line.

**Winston Hills Line:**

Linking Parramatta to Riverstone provides the residents of Baulkham Hills with a railway.

**Armidale Line Extension:**

Tenterfield and Raymond Terrace will be connected via a new straight alignment which will significantly boost tourism for Northern New South Wales.

**Broken Hill Line:**

In addition to the Western Line this new line will enable trains to operate from the South Australian border and continue into Queensland.

**Central Western Line:**

This line will open up the central west of New South Wales and give the residents of Bourke and Broken Hill easy access to Canberra.

**Grenfell Line:**

Commencing at Albury this line will proceed to Narrabri and head east towards Raymond Terrace.

**Illawarra Line Extension:**

The Illawarra Line will extend from Nowra and continue onto Batemans Bay and then in a straight line to Canberra.

**Narromine Line:**

Commencing at Broken Hill the Narromine line proceeds east on a new rail corridor to Dubbo and continues to Sydney via the Lower Blue Mountains, Richmond and Bankstown lines.

**Pacific Line:**

The Pacific Line heads north along the east coast and continues to Brisbane at Tweed Heads. This line will provide a boost to tourism.

**Raymond Terrace Line:**

The Raymond Terrace Line runs from Broken Hill to Raymond Terrace and intersects at Mudgee whereby the line proceeds to Albury.

**Riverina Line:**

The Riverina Line allows trains to operate from South Australia to Victoria via the Riverina district of New South Wales.

**South Coast Line:**

This new line restores rail services to Cooma and gives the residents of Narooma, Bega and Eden a new transport option.

**Southern Line Extension:**

The Southern Line will extend from Canberra to Albury thus providing the people of Southern New South Wales better access to either Sydney or Melbourne.

**Whitton Line:**

The Whitton Line runs through the South and North West of New South Wales and gives the residents of Albury easy access to beautiful Port Macquarie.

**The 'Y' Link AND 'DIAMOND' JUNCTION POLICY:**

The benefits of this are:

1. Flexible timetabling
2. New and innovative services
3. Increased patronage on existing lines

### **Easy Access Policy:**

Railway stations need to continue to be upgraded to ensure all commuters can access the station. As the population continues to age, the need for lifts and escalators is long overdue.

Some of the stations that require upgrades are:

- Burwood
- Marrickville
- Newtown
- Redfern

The provision of lifts at Burwood is quite easy. This would involve the construction of an overhead concourse with entrances from both Deane Street and Railway Parade. The existing entrance from Burwood Road could be maintained thus ensuring that this very busy railway station had additional station entrances for the safety and movement of commuters. An overhead concourse was constructed at Ashfield and Epping railway stations to name but a few. The more entrances provided at heavily patronised railway stations ensure for safer conditions in times of emergency evacuations.

### **Financing**

1. Federal Govt. Funding: The commonwealth constitution provides for the construction of railways.
2. State Govt. Funding: Every government department **EXCEPT HEALTH** would have their budgets cut by **10%** for **Four years** to pay for new railway lines.
3. Private Consortium Involvement: Enables new railway lines to be built years ahead that is normally possible.
4. Railway Bonds: These are the same as government bonds. Railway bonds would have the guarantee of the NSW Treasury.

### **Construction:**

1. The period of time to construct new railway lines would be a 30 year period.
2. There would be three lines under construction at the same time.
3. New railway lines would incorporate sewerage and drainage pipes, Pay TV and electricity cables.

### **Minister of Railways:**

The Minister would have a single Department which would incorporate the Transport Infrastructure Development Corporation.

### **Legislation:**

1. Railway Construction Act
2. Railway (Land development) Provision Act
3. Transport Timetable Co-ordination Act.
4. Transport Zonal Ticketing Co-ordination Act
5. Transport Zonal (Operations) Dissolution Act
6. Transport Zonal (Ticketing) Dissolution Act
7. Transport Zonal Multi Use (Ticketing) Act

### **Timetabling and Ticketing:**

- New rail lines with 'Y' and 'Diamond' links and rail grade separations are built into the current network so that services in peak hour would be at intervals of **FIVE** minutes and **FIFTEEN** minutes in off peak. New and innovative services could then be introduced that currently do not operate.
- The abolition of printed timetables, making for a more effective and highly patronised rail network.
- The **IMMEDIATE** introduction of an electronic ticketing system for all modes of transport, public and private.
- Enable commuters to purchase rail, bus and ferry tickets on the internet. Tickets could still be sold through the usual outlets.

### **Summary of proposed general rail improvements:**

#### *Reconstruction/realignment of:*

1. Northern line between Hornsby, Newcastle and Brisbane.
2. Illawarra line between Sutherland and Wollongong.
3. Southern line between Macarthur, Goulburn, Canberra, Cooma & Melbourne.
4. Western line between Penrith, Orange and Broken Hill.
5. All other lines to key Regional towns throughout New South Wales.
6. Quadruple the Northern line between Hornsby & Strathfield.
7. Quadruple the North Shore line between Chatswood & North Sydney.
8. Quadruple the Illawarra line between Hurstville & Sutherland.
9. Quadruple the Bankstown line between Birrong & Marrickville
10. Connect Parramatta to the Carlingford line and extend to Epping.
11. Duplicate the Richmond line.
12. Quadruple the East Hills line.
13. Quadruple existing Freight corridors to allow for passenger use.
14. Construct a Sydney Harbour Rail Tunnel.
15. Amplify the Western line between Strathfield & Olympic Park.

*New rail depot/maintenance centres:*

- Riverstone and Kemps Creek.

*New Rolling Stock:*

- Single deck carriages.
- Multi-directional seating.
- Side of carriage electronic destination signs.
- Wheel chair bays.
- Stainless Steel exteriors
- Air-conditioning
- 8 or 4 car sets
- 3-2 plus aisle seat configuration
- Multi-Directional seating
- Concertina carriage connections
- Luggage Racks
- Japanese style '*bullet train*' carriages
- '*Canadian Rockies*' style clear top carriages
- New South Wales railway carriage manufacturing industry

Single Deck carriages have a role to play in our Rail network. Off peak and weekend services would suit single deck carriages.

Other key initiatives include:

- **Railway Archives:**  
The Railways Archives Office should be adequately funded with the public encouraged to visit. The NSW Government should maintain Railway restoration at the Eveleigh workshops.
- **Luggage Trolleys:**  
Luggage Trolleys similar to those at Sydney airport should be provided at large railway stations such as Central and Strathfield.
- **Regional and Rural railway station improvements:**  
Parkes, Dubbo, Orange, Yass Junction and Canberra would be upgraded to include additional full length platforms and a station roof to protect passengers from the elements similar to Calais or St. Pancras Railway Stations.
- **Concrete sleepers:**  
All new and realigned railway lines will have concrete sleepers so the rails are able to absorb varying weather conditions. Concrete sleepers also have a longer life than timber sleepers.



- **Multi track rail corridors:**

All new and existing railway lines throughout Metropolitan Sydney, Regional and Rural New South Wales will have rail corridors that allow for trains to travel in different directions at the same time. There is almost nowhere that a road is a single lane only and tracks on a railway corridor are like lanes on a road. Single track railway lines will be either duplicated or where necessary quadrupled.

- **Electrification:**

All new and existing railway lines throughout Metropolitan Sydney, Regional and Rural New South Wales will be electrified. The steam age has come and gone and in 2009 the time is suitable to electrify every new or existing railway line. While high speed trains do not necessarily require electrification once a railway line has electrification different trains can operate on any railway line and provide shorter more flexible services. In order to electrify all existing and new multi track rail corridors New South Wales will require additional power generating capacity and this in turn will improve the supply of electricity to the people of New South Wales.

- **Pipelines:**

All new and existing railway lines throughout flood prone areas of Metropolitan Sydney and all Regional and Rural parts of New South Wales will have pipelines built alongside the lines. Floods in Bourke, North Coast, Coffs Harbour in New South Wales, and Queensland in 2009 showed how the large torrents of water could not be channelled to the drought affected areas of New South Wales. The bushfires throughout Victoria in 1983 and 2009 could also have been stopped had pipelines been placed alongside of railway lines. Railway lines could also be built through National Parks and in doing so would create natural fire breaks and allow for regular back burning in National Parks.

## **Conclusion:**

Expanding the current rail network rather than building a new network of metro lines is far more likely to reduce traffic congestion. These plans can be built into an existing network. One large disincentive to people commuting by public transport is because of the need to change to different modes of transport to complete one journey.

Metro rail lines are a separate network and it is likely that they will not achieve the desired outcome sought by the State Government.

If the emphasis is for Metro over the existing Rail Network what do current or future Governments propose we do to it?

Bus Transit ways are limited in their potential as commuters prefer not to use more than one mode of transport where ever possible.

Bus lanes are a limited measure as they still are affected by varying traffic conditions.

An expanded rail network has its own dedicated tracks and can link into the current rail network seamlessly.

New Railway lines will lead to a boom in construction and housing.

Yes, we need to maintain our AAA credit rating however Railway expansion will bring to the State economy investment, employment growth and new Infrastructure.

Expansion of the current rail network is long overdue and cannot be put off if Sydney is not going to come to a standstill.

Commuters will continue to use Public Transport, particularly as petrol reaches \$2.00 or \$2.50 Per Litre soon.

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