

Draft Greater Sydney Region Plan

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Submission content: I am a UNSW City Planning Student and have been studying urban and transport planning since childhood. I'm sure I have many great ideas, some which were sparked from this 2056's plans. This submission covers all regions of Sydney and neighbouring regions. These are some of my proposals and thoughts and note they get shorter as the submission progresses: **SUBURBAN PROPOSALS**

For me, the most important thing for anyone who supports increased population growth and the subsequent urban development that comes with it is that these areas are adequately, and where possible, excessively, serviced by public transport, as the GSC's Deputy Chief Commissioner, Economic Commissioner, Geoff Roberts has said before. I also strongly recommend that all rail and other transport corridors are preserved beforehand so new residents who move in are immediately used to catching public transport. Also the urban design of new residential and other estates should have bus stop locations and routes thought of during the time of the street designs and layouts. -

The Sydney Metro North West, City and South West is a good route but is doomed to fail. It should be in the form of the double-decker heavy rail fleet, or its tunnels and stations at least should allow for the specifications of double-decker trains too. Most of the line's segregation from other lines is good to avoid the effects of delays on

other lines. It should also connect with the Richmond Branch Line. And in the South West, it should soon be decided whether the service will run under a new tunnel to Liverpool via Milperra, or in my opinion, the better option would be to run the metro to Parramatta via Yagoona and Birrong stations as well. But I still think the best composition of the line is to keep the current services running to Liverpool and when one day the Villawood-Chester Hill corridor is densified and revitalised, planners and local residents will be very relieved. If not, this rail corridor should be an extension of the T7 line which would run from Liverpool to Olympic Park via Cabramatta, Villawood, Chester Hill, Regents Park and Lidcombe and the other stations in between. Possible closure of Leightonfield station in the future though. If this is done and the Villawood-Regents Park corridor loses its direct city services, the old Inner West Line should be restored at least in the weekday peak periods. Also a 10% decrease in travel times is not much as the 46 minute journey from Rouse Hill to Martin Place would have been 51 minutes with double-decker trains with a slightly larger passenger capacity and 75% decrease in people sitting. Studies have found that people only like to stand on public transport for a maximum of 20 consecutive minutes. The Hills District has a long way to go with future population growth! - The Sydney Metro West and South East: Westmead (possible future extension to Badgerys Creek) to Eastgardens (12 stops; and possible future extension to Mascot or Malabar/La Perouse). The best Sydney Metro West would be via Parramatta, Olympic Park, Strathfield, Five Dock, Lilyfield and the Bays Precinct (Lilyfield to feed on some light rail commuters). The South East Metro would be best running to Eastgardens via Waterloo, E.S. Marks (Randwick light rail connection), Kensington, UNSW, Kingsford, Avoca St, Maroubra Junction (9 stops). Both lines would continue on from each other and stop only at Central. Moreover, the T6 line which should be retained as a heavy rail line with occasional future connections to the city should connect at Camellia station (station after Parramatta on the Sydney Metro West), to avoid more overcrowding for interchanging commuters at Parramatta station. And I do believe

this line should be a metro unlike the Metro North West/South East. The Central station platforms for this will be underground most likely best next to the North West/South West metro line platforms, and not Platforms 26 and 27 which should be reserved for heavy rail and future northerly extensions of train lines. - Double-decker vs single-decker debate: While I advocate for the double-decker train fleet however (e.g. the Waratahs), I acknowledge many aspects of the Sydney Metro system including its speed and maximum headways of 2 minutes, compared to the double-decker trains' of 3 minutes. Improvements on tracks, signalling systems and anything else that would increase train speeds, reduce unnecessary and overly-precautionary delays, thereby reducing journey times for commuters, and increasing the number of trains that can pass through per hour, need to be investigated. Also to decrease trains' approaching times at stations, increasing platform lengths where possible would be an improvement as it wouldn't require an exact location stop by train drivers which isn't a reality in many overseas train networks. - The George Street Light Rail: I think the CBD portion of the light rail is an okay idea as long as buses always have their connection to the 'city north' areas such as Martin Place, Circular Quay and Barangaroo, and that cars should also be permitted until it gets too congested from them where tolls should be introduced. It is paramount however that a light rail line isn't only on George St alongside people, which I believe is going to have buses again upon the light rail's completion. I do not support many notions of Jan Gehl. The areas exclusive to people are the panoramic Circular Quay, Darling Harbour and the Domain, not all the businesses within the CBD, rather they are for vibrancy, noise and a city-like environment full of noisy, but low-emissions buses and some cars which have to utilise the roads as an emergency (when CBD tolls would be introduced). I propose it is a continuation of both the L2 [South] Eastern Suburbs light rail line from Randwick, and the L1 Inner West light rail line from Dulwich Hill/Lilyfield and should run via Central station too as it currently does, then towards Circular Quay for as long as the CBD light rail may remain, so light rails are frequently running and the use of the

tracks look justified. - The South East Light Rail: Should only run from the Randwick branch line and not Kingsford or anywhere else further south. This is because eventually this light rail corridor will become too overcrowded with or without UNSW students restrictions of the light rail definitely by 2056 if the 8 minute frequencies to Kingsford, and 8 minutes to Randwick, or even 4 minutes were to become the reality. The light rail would be redundant and just replace the Labor Party's good Metrobus (M10 and M50) legacies in terms of patronage replacements. However, the south eastern suburbs of Sydney will not be left without a rail, and will get a metro train instead to Eastgardens via Maroubra Jn, and the other stations mentioned in the paragraph above on the Sydney Metro West and South East. The metro service will also run to Central station but will again meet the light rail at E.S. Marks station (need a better station/stop name though). The costs and cost blow-outs to this project were also completely unjustified for a project of this small scale. - The Green Square district: A new station on the T8 Airport Line will soon be needed. One between Green Square and Central stations at Waterloo beneath the existing tracks where the two public housing commission buildings are at Raglan Street. This decision over the SE Metro running there will be justified as the Green Square, Waterloo and Central connections will ease congestion on the 309, 310 and M20 bus services. Also a light rail for Zetland-Waterloo-Beaconsfield towards the Eastern Distributor and away from existing train line should also be investigated. - The F6 freeway should be completed as planned by the current NSW Government progressively as traffic worsens but with tolls in the weekday peak hour periods to deter people from driving, and instead utilise public transport options. But while the T4 line is reaching capacity, the improved signalling system and increased speeds like I mentioned in the previous paragraph should cater for this. By 2056 it should have been completed or almost completed with a connection to the F6 freeway at Loftus/Waterfall. - Hurstville to Strathfield rail corridor: This long-proposed route should be retained with a Hurstville terminus rather than Kogarah as recently proposed. This is because

the railway line would act as an alternative to the A3 road which runs very close to the Hurstville CBD and not Kogarah. Also Hurstville is the better option because it is the larger centre of the St George region, and public transport usage is much greater in this area, and is located in the middle of the St George region. It should also extend north to Chatswood, similar to the A3 road that bypasses the nearby suburb of Pymble.

- Parramatta Area: I do support the Parramatta to Olympic Park light rail stage 2, but definitely NOT the Parramatta to Carlingford line as a light rail which is Stage 1 of the "Parramatta Light Rail". I also believe the rail connection between Norwest station and Parramatta proposed in this submission was a great idea when I saw it. And it should be looked at as a future extension of the T2 Inner West Line trains currently terminating at Parramatta.

- The bullet train: The proposed Brisbane to Melbourne bullet train should run via the Western Parkland City (Badgerys Creek) as the Sydney station. This is because it would provide an alternative to domestic flights provided in the eastern city at Mascot Airport. It's location far from the city should be justified because people should be willing to travel from the eastern city to the west to catch an interstate fast train and the trains would most likely have cheaper fares beneficial for western Sydney residents. It would also mean western Sydney residents wouldn't miss out on the substitute form of an airport. And it's location and undeveloped lands would wield for a major terminus with connecting suburban trains where a major nice terminus for the bullet train would not have room to fit at Central or the suburban railway tracks that lead to it. Underground platforms for this line would also look unprofessional and be embarrassing for travellers not alighting at Central to see our great city. But for this to happen, fast rail corridors from this station to the city needs to happen now.

- Badgerys Creek Airport: Badgerys Creek should not have an airport due to land availability and its substantial negative opportunistic costs as Sydney is surrounded by protected and mountainous national parks. Instead the second airport, if it is still needed despite a bullet train and Sydney Airport at Mascot, should have its location in Wilton. In the Sydney Basin there will not be

enough room for an airport and its runways which do not legally require housing or commercial developments under these flight paths. Also its location and the future development potential of Badgerys Creek's neighbouring areas quite likely would have influence its decision to only have one runway. - Rail corridor preservations for new and ground-level south western, north western, and central western (e.g. Badgerys Creek) Sydney regions should be preserved beforehand with planners investigating these areas in person rather than relying on Google Maps satellite images which happened at Oran Park and Harrington Park for the 2012-2013 proposal of the South West Rail Link's extension to Narellan. This is particularly important and even better if the transport infrastructure is built as new residents move in so they get used to catching public transport from the beginning rather than only being able to drive than decide to suddenly switch to the usually slower public transport options. - Double-decker buses and the B-Line: The current NSW Government's move to higher capacity double-decker buses over articulated ones is also good. But I also believe double-decker buses are better than the light rail system existing, proposed and under construction in Sydney. I think the B-Line was a good idea and removes the need for a metro from Chatswood to Dee Why, Brookvale or Mona Vale via Frenchs Forest. An additional station should however be placed one day at Seaforth/Balgowlah and extend up to Palm Beach if physically possible for the double-decker fleet as the need for it arises. But I also am against taking articulated buses out of service quickly, but instead until they age, especially as they are good for the eastern suburbs and inner west where large trees overhanging onto roads are commonplace where they don't allow for double-decker buses. - The renumbering of railway lines is needed especially to boast that we have more than 8 railway lines in Sydney. I'm happy with the recent split of the T2 and T8 lines. But the North Shore & Western Line and the Northern Line (Hornsby to Epping via Pennant Hills, MQP, Chatswood, Sydney CBD, Strathfield and Rhodes) should be split into two separate lines and run on the same stopping patterns. The T8 South Line should also be numbered being of greater importance to

the much smaller and non-CBD bound T6 and T7 lines, at least if they were to remain in their current forms. Since the number of metro lines that would probably ever be rolled out before 2050 are limited with possibly one more after the two I mentioned earlier and that are always talked about, all metro lines should just be written with a 'T' rather than an 'M'. Sydney Ferries: The ferry route from Circular Quay to Northwood and Lane Cove should be relabelled with an 'F'. The F3 Parramatta River Line should also be split into two based mainly on their stopping patterns. Birkenhead, Balmain West, Cockatoo Island, Woolwich, Greenwich, Birchgrove Balmain, Balmain East, Barangaroo, Circular Quay should be a line. So there should be a total of 9 'F' labelled routes. And the Parramatta service should stop at Cockatoo Island, Balmain East and Drummoyne only then all stops to Parramatta. And the popular Parramatta express service too should of course remain in service. Intercity train services: I support the straightening of the South Coast Line train between Waterfall and Scarborough stations. Even if it means digging underground below the premises of the Royal National Park. The Blue Mountains and South Coast Line services will likely need to be changed in the future with two options. One would be all commuters would have to interchange for suburban services at Waterfall and Penrith stations respectively, but the stations and timetables will be designed and selected with careful consideration to interchange times and changing trains. Or underground lines will be needed for these trains that would run straight to Central station after reaching Sutherland and Penrith stations respectively due to their need by growing suburban train line demands, and the express trains' much faster stopping patterns. But because of these much longer journey times i very much prefer faster underground lines to the city option, the cost will be justifiable and the government seems to have lots to spend on infrastructure so it should work in the near future. Heritage: While it will be very difficult to change, items in Sydney and NSW that are of utmost significant to NSW such as the Opera House, QVB, the Domain, the Blue Mountains NP should never be destroyed. I believe other heritage items such as

old houses and pubs scattered throughout Sydney and the state should be able to be demolished given that their lands will be used for high densities or very important purposes. REGIONAL PROPOSALS - The new Newcastle and Wollongong cruise terminals with connections to a Sydney wharf is a terrific idea! But only for major international vessels unless suburban ferries run really fast and significantly faster than what the Newcastle, Central Coast and South Coast train line services currently do. It may also be a good idea to investigate a wharf at Terrigal or the Entrance too to service the Central Coast. Of course the plans to increase Sydney tourism like other coastal cities close to each other around the world, plans to expand Sydney's cruise terminal and allow for more services is a great idea! - The new bus network in Newcastle and numbering system clashing with the Central Coast's bus services is ridiculous and is very much focused on economic policies rather than social, with many direct services to major suburban centres cut, and many routes being unnecessarily curtailed requiring more passenger interchanges for many elderly and physically disabled residents who use them (I have submitted more for Newcastle and the Hunter in the Greater Newcastle Future Transport Plan). - Investments into more housing and services in major rural urban centres with the potential for an increase in population (tree change), as well as growing coastal regions attributed to Sydneysiders' desires for sea change are going to be needed and accompanied by improved road and public transport connections. It would also provide more affordable housing, an ease on traffic congestion and the population growth of cities, and further scattering of people across the scenic state of NSW. Opal Cards should also be introduced to regional train lines and around 2040-2050, new urban centres should be looked at being created and along existing or new regional railway lines. - Also see "intercity train services" paragraph above. CONCLUSION I had written some of these proposals on the spot but many of them I had already well-researched their realistic possibilities of becoming realities in the future. Transport, housing and roads planning is my passion and I hope to leave positive marks on it in the future!!! Thank you for reading

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