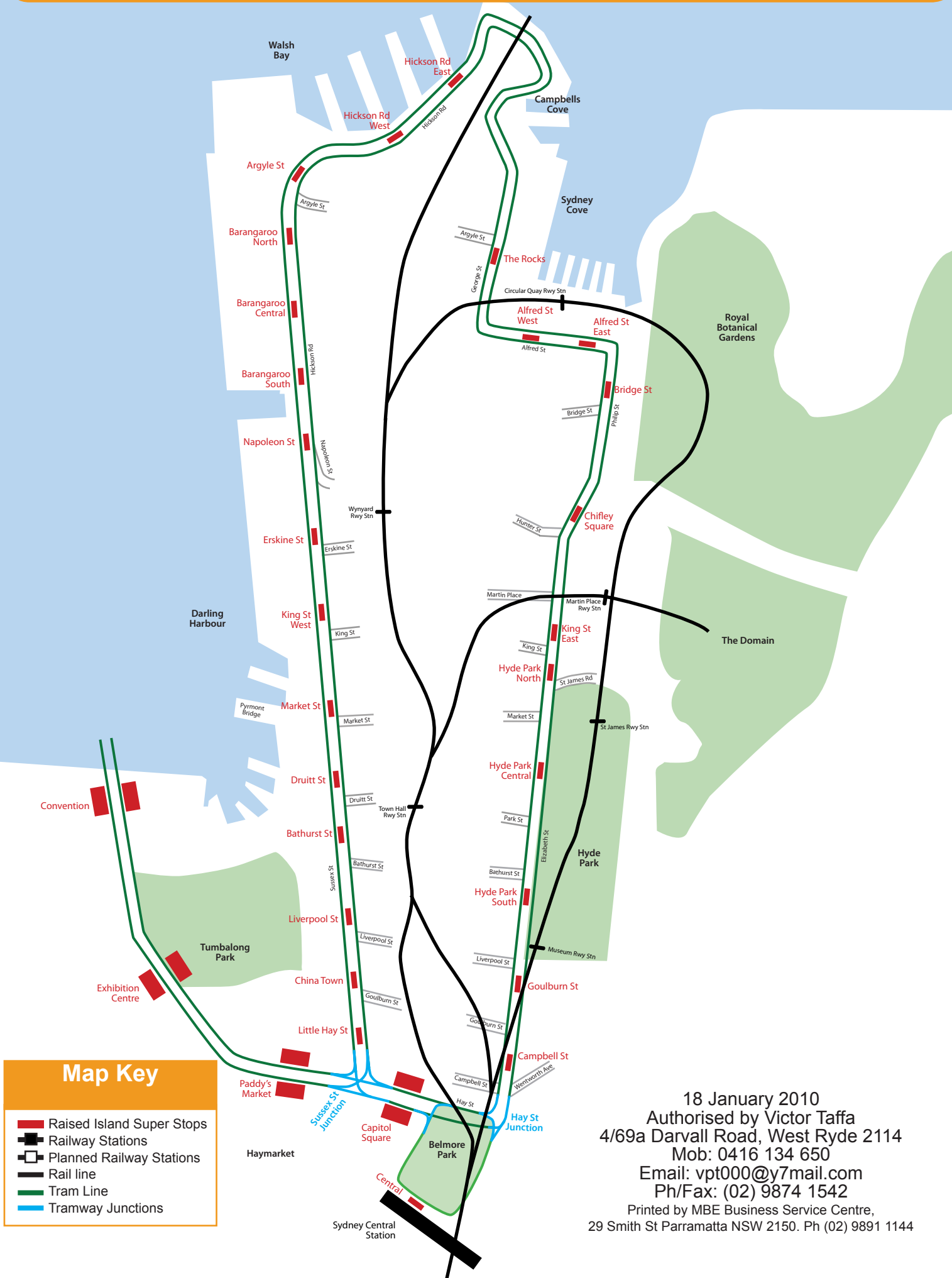


# SYDNEY LIGHT RAIL

## Tramways for the 21<sup>st</sup> Century



### Map Key

- Raised Island Super Stops
- Railway Stations
- Planned Railway Stations
- Rail line
- Tram Line
- Tramway Junctions

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# SYDNEY LIGHT RAIL

## Tramways for the 21<sup>st</sup> Century

### Community Benefits and Concerns

- Provide a fast user friendly environmentally responsible mode of transport for the 21st Century.
- The existing Tramway Depot/Maintenance Centre would be appropriate to be utilised for the Sydney-City Circle-Dulwich Hill System.
- The Barangaroo Stops services the new Barangaroo Development that incorporates the relocated Car Parking from Platforms 1 & 2 in Wynyard Railway Station.
- The operator of the existing Light Rail Line could apply through a Public Tender Process to operate the entire network given the way in which the Light Rail Line now successfully moves people.
- Tracks will be dual operation set in mass concrete.
- Raised Super Stops as the case at Flinders/Swanston Street Melbourne Stop will be laid out with tram tracks on either side of the platform.
- Raised Super Stops allows mothers with strollers, the elderly and disabled to use the new trams easily with low floor entry.
- The workings of the tramcars are set in the roof of the vehicle.
- Road Rules will not require alteration or a return to the days when all traffic had to stop when a tram stopped. This is largely because the platforms will be island formation and makes for a faster movement of passengers when alighting or disembarking.
- Traffic signalling will have T signals as per the case in Sydney where the Tram line crosses George Street and Darling Drive.
- Island platforms are a safer means for passengers alighting and disembarking instead of boarding from the street curb.
- There will not be a need to install Central Tram Fairways down the middle of Streets given the modern island nature of the Raised Super Stop.
- The need for Bus Lanes in Elizabeth Street or any other Street stops people from parking legally to go to the shops.
- The Sydney-City Circle-Dulwich Hill System has potential to be extended however this should not be at the expense of Heavy Rail expansion.
- Tramway Junctions will be operated by the driver and not require Conductors to get out of the tram and flick the points with a metal pole.

Melbourne currently has four Tram/Train Crossings\* these being at:

- Glenhuntly Road Glenhuntly
- Glenferrie Road Kooyong
- Riversdale Road Camberwell
- Burke Road Gardiner Still in use – note tramway closed during construction of SE Arterial (now Monash Freeway) Burke Road overbridge.

\*Courtesy Hawthorn Tram Depot Website.

# SYDNEY LIGHT RAIL

## Tramways for the 21<sup>st</sup> Century

Financing of the construction of the Sydney Tramway system will come from a variety of sources similar to the funding formula for the long overdue expansion requirements of the New South Wales Railways.

- Commonwealth Funding Assistance
- State Government Funding Assistance
- Private Consortium Involvement and Possible Operation
- Raised Super Stops to include advertising
- Railway/Tramway Bonds guaranteed by the NSW Treasury
- Railway/Tramway Lottery administered by the NSW Government
- Tramway Trust Fund administered by the NSW Department of Transport

The operation of the tramway system and contracts for the advertising at Raised Super Stops will be open to public tender.

Melbourne's Tramway operations were funded and managed by various local councils such as:

- Prahran and Malvern Tramways Trust
- Hawthorn Tramways Trust
- Melbourne, Brunswick and Coburg Tramways Trust
- Fitzroy, Northcote and Preston Tramways Trust
- Footscray Tramway Trust
- Northcote Municipality Cable Tramways

This situation ceased to exist when the Melbourne and Metropolitan Tramways Board (MMTB) was formed following the passing of the Melbourne and Metropolitan Tramways Act 1918 through the Victoria Parliament. By 1920 most of the Tramway Trusts were transferred to the MMTB.

Given that tramways overlap council boundaries easily it is the NSW Department of Transport who is best placed to administer the Tramways Trust Fund in consultation with the NSW Treasury.

The NSW Fahey Liberal/National Government commenced construction of Sydney's current Light Rail line. NSW Premier Bob Carr opened the Central-Wentworth Park Line in 1997 and the extension to Lilyfield was completed in 2000.

# SYDNEY LIGHT RAIL

## Tramways for the 21<sup>st</sup> Century

The Sydney Tramways would have 3 different routes operating in each direction and numbered for ease of patronage. Each route will have a line colour associated for ease of use and each of the Raised Super Stops will be numbered with signage that will also indicate the cross-street at which the stop is nearest to. Next Tram Time running will be indicated electronically on signage at each stop as is the case in Melbourne.

**Each of the routes is as follows:**

**Route 1-Blue**

**Route 1-** Services Central through to the new terminus at Dulwich Hill via Sussex Street Junction.

**Route No. 1**

<b>Stop Name</b>	<b>Stop No.</b>
Central	1
Capitol Square	2
<b>SUSSEX STREET JUNCTION</b>	<b>0</b>
Paddy's Markets	3
Exhibition Centre	4
Convention	5
Pymont Bay	6
Star City	7
John Street Square	8
Fish Market	9
Wentworth Park	10
Glebe	11
Jubilee Park	12
Rozelle	13
Lillyfield	14
Leichhardt North	15
Hawthorne	16
Marion	17
Taverners Hill	18
Lewisham West	19
Waratah Mills	20
Arlington	21
Dulwich Grove	22
Dulwich Hill Interchange	23

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### Route 2-Yellow

**Route 2-** Services China Town, Barangaroo Development via Sussex Street Junction and Sussex Street while extending to Circular Quay, Phillip Street and Elizabeth Street and joining with the existing line at Hay Street Junction.

### Route No. 2

Stop Name	Stop No.
Central	1
Capitol Square	2
<b>SUSSEX STREET JUNCTION</b>	<b>0</b>
Little Hay Street	3
China Town	4
Liverpool Street	5
Bathurst Street	6
Druitt Street	7
Market Street	8
King Street West	9
Erskine Street	10
Napoleon Street	11
Barangaroo South	12
Barangaroo Central	13
Barangaroo North	14
Argyle Street	15
Hickson Road West	16
Hickson Road East	17
The Rocks	18
Alfred Street West	19
Alfred Street East	20
Bridge Street	21
Chifley Square	22
King Street East	23
Hyde Park North	24
Hyde Park Central	25
Hyde Park South	26
Goulburn Street	27
Campbell Street	28
<b>HAY STREET JUNCTION</b>	<b>0</b>
Central	29

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### Route 3-Green

**Route 3-** Service Central, Hyde Park via Hay Street Junction in reverse direction to Route 2. Upon reaching Sussex Street Junction the Route continues to Dulwich Hill.

### Route No. 3

Stop Name	Stop No.	SUSSEX STREET JUNCTION	0
Central	1	Paddy's Markets	28
<b>HAY STREET JUNCTION</b>	<b>0</b>	Exhibition Centre	29
Campbell Street	2	Convention	30
Goulburn Street	3	Pymont Bay	31
Hyde Park South	4	Star City	32
Hyde Park Central	5	John Street Square	33
Hyde Park North	6	Fish Market	34
King Street East	7	Wentworth Park	35
Chifley Square	8	Glebe	36
Bridge Street	9	Jubilee Park	37
Alfred Street East	10	Rozelle	38
Alfred Street West	11	Lillyfield	39
The Rocks	12	Leichhardt North	40
Hickson Road East	13	Hawthorne	41
Hickson Road West	14	Marion	42
Argyle Street	15	Taverners Hill	43
Barangaroo North	16	Lewisham West	44
Barangaroo Central	17	Waratah Mills	45
Barangaroo South	18	Arlington	46
Napoleon Street	19	Dulwich Grove	47
Erskine Street	20	Dulwich Hill Interchange	48
King Street West	21		
Market Street	22		
Druitt Street	23		
Bathurst Street	24		
Liverpool Street	25		
China Town	26		
Little Hay Street	27		