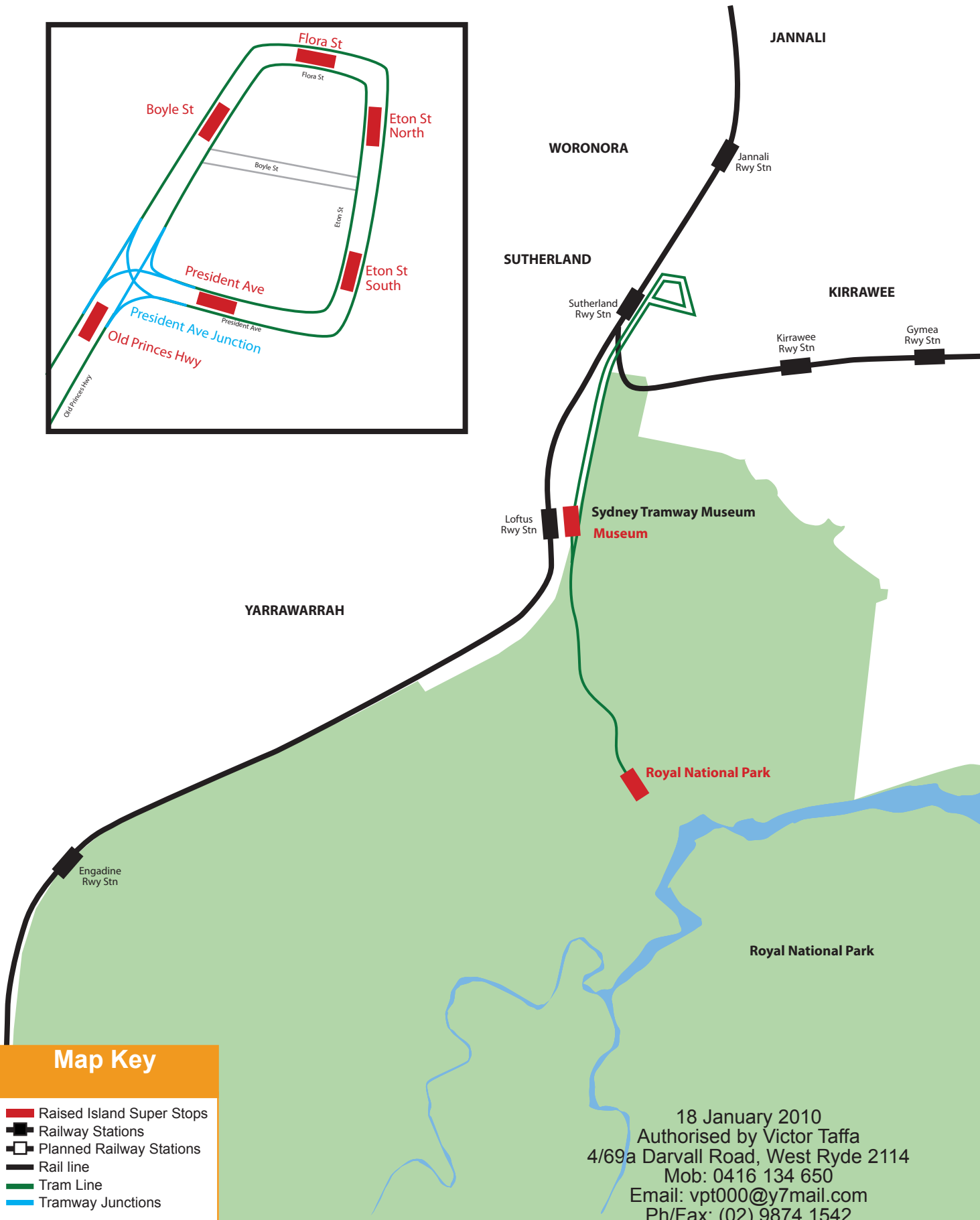
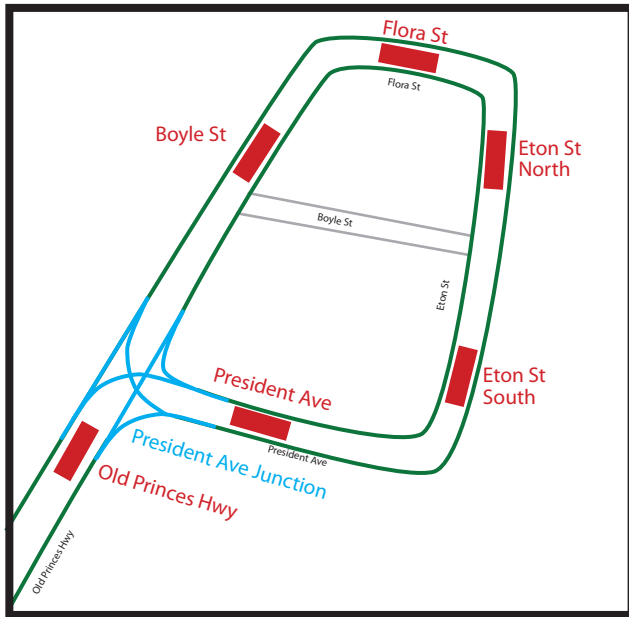


SUTHERLAND LIGHT RAIL

Tramways for the 21st Century



Map Key

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

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SUTHERLAND LIGHT RAIL

Tramways for the 21st Century

Community Benefits and Concerns

- Provide a fast user friendly environmentally responsible mode of transport for the 21st Century.
- The Sydney Tramway Museum is well placed to be the Tramway Depot/Maintenance Centre.
- The operator of the existing Sydney Light Rail Line could apply through a Public Tender Process to operate services on the new network given the way in which the Light Rail Line now successfully moves people.
- Heritage Trams can be easily adapted to operate alongside the Raised Super Stops.
- 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 make 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 stops people from parking legally to go to the shops.
- The Sutherland 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.

Financing of the construction of the Newcastle 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.

SUTHERLAND LIGHT RAIL

Tramways for the 21st Century

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.

The Sutherland Tramways would have 2 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 the Royal National Park, Sydney Tramway Museum and the Sutherland Shopping Centre.

Route No. 1

Stop Name	Stop No.
Museum	1
Royal National Park	2
Museum	3
Old Princes Highway	4
PRESIDENT AVENUE JUNCTION	0
Boyle Street	5
Flora Street	6
Eton Street North	7
Eton Street South	8
President Avenue	9
PRESIDENT AVENUE JUNCTION	0
Old Princes Highway	10
Museum	11

Route 2-Yellow

Route 2- Services Sutherland, Sydney Tramway Museum and the Royal National Park.

Route No. 2

Stop Name	Stop No.
Museum	1
Old Princes Highway	2
PRESIDENT AVENUE JUNCTION	0
President Avenue	3
Eton Street South	4
Eton Street North	5
Flora Street	6
Boyle Street	7
PRESIDENT AVENUE JUNCTION	0
Old Princes Highway	8
Museum	9
Royal National Park	10
Museum	11