

MANLY CBD TRAMWAY LOOP



Introduction

- **History of Trams in Manly**
- **Overview of proposal**
- **Benefits**
- **Requirements**
- **The Next Step**

Background

- **History**
 - Trams ran in Manly between February 1903 and September 1939
 - Manly system eventually reached from Manly Wharf as far as the Spit Bridge, Narrabeen and Harbord.
 - Details are in briefing paper.
- What are the lessons we can learn from the original system?

**Some changes have
occurred in 98 years...**



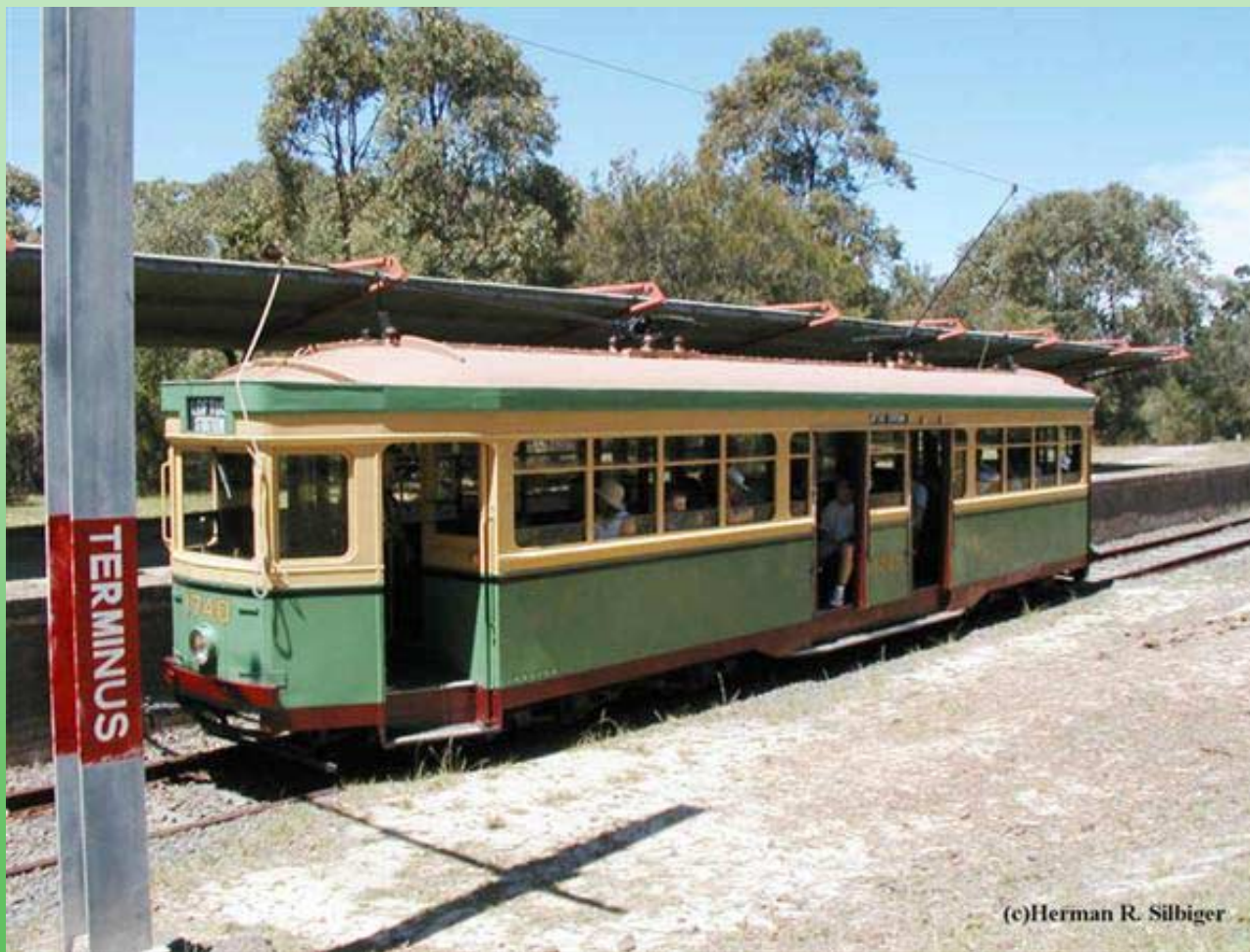
Overview - What do we propose ?

- **Reinstalling an Electric Tramway Loop to the Manly CBD**
- **Key design factors**
 - One way loop serving main CBD and near CBD destinations
 - 3rd Rail (Ground level) power supply to avoid unsightly overhead

Overview - What do we propose ?

- **Key Design Factors (ctd.)**
 - Placing stops to best serve destinations but limit traffic impact
 - Use of heritage trams – for patronage and low cost – R, R1 or W types
 - Potential for construction and operation to include volunteers

Vintage Corridor Tram R



(c)Herman R. Silbiger

Vintage Corridor Tram R1



(c) The Inspector. 2007

Vintage Corridor Tram W6



Overview - What do we propose ?

- **Key Design Factors (ctd.)**
 - **Frequent service - approx 3 km loop**
 - every 5min (4 cars) or
 - every 10min (2 cars)
 - **Environmentally friendly – do not use liquid fuel and could be Zero carbon emission (depending on source of electricity)**

Benefits

- **An integrating link for**
 - **Manly CBD and near CBD attractions and**
 - **Resident and visitor arrival and departure points**
 - **particularly for visitors and the mobility impaired**
- **Flexible to meet varying seasonal passenger demand**

Benefits (ctd.)

- **Economical to operate**
- **Dual strategy of supporting proposed new Oval car park and also future feeder tram to CBD as car alternative**
- **Create something unique to Sydney – both practical and a new tourist attraction for Manly**
- **International attraction like Christchurch and Stockholm heritage tram loops**

Walk the Route



Walk the Route



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Walk the Route



Walk the Route - option



Walk the Route - option



Requirements

- **Cost estimates for construction based on recent Melbourne dockyard line relocation**
- **Identification of construction funding and timeframe**
- **Determine power supply technology**
- **Determine tram garaging location**
- **Determine source of trams & time**

Next Steps

- Where to from here ?
- Community briefing and consultation
- Traffic Committee input
- Engage consultants / suitable staff
- Business Plan
- Prepare preliminary detailed costing analysis for track construction and timeframe, including volunteer input
- Prepare track layout plans for construction

Questions?

