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…



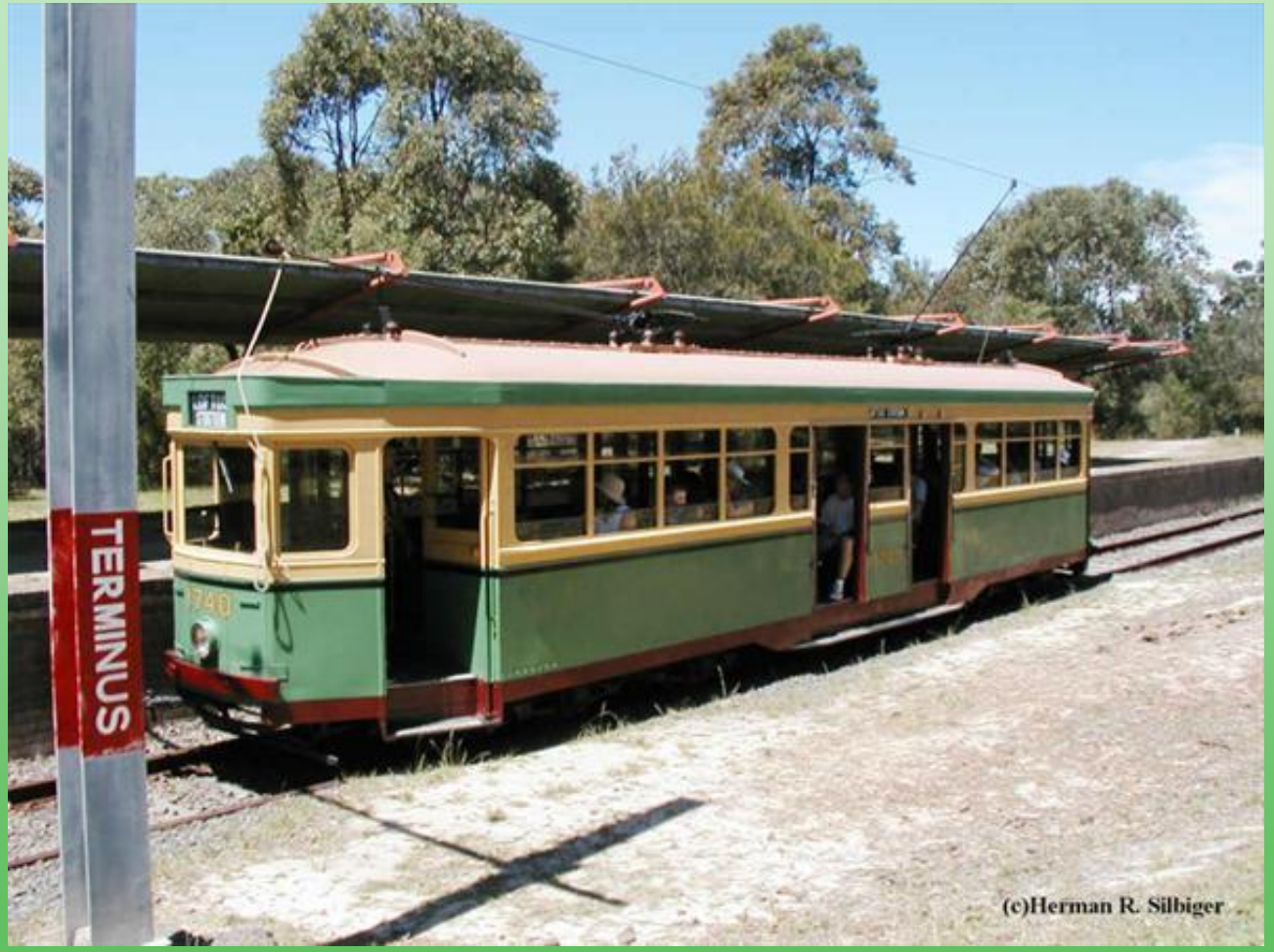
Overview - What do we propose ?

- 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



Vintage Corridor Tram R1



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
- Duel 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 Wellington and Stockholm heritage tram loops

Walk the Route



Walk the Route



Walk the Route



Walk the Route



Walk the Route



Walk the Route



Walk the Route



Walk the Route



Walk the Route



Walk the Route



Walk the Route



Walk the Route



Walk the Route



Walk the Route



Walk the Route



Walk the Route



Walk the Route



Walk the Route



Walk the Route



Walk the Route



Walk the Route



Walk the Route - option



Walk the Route - option



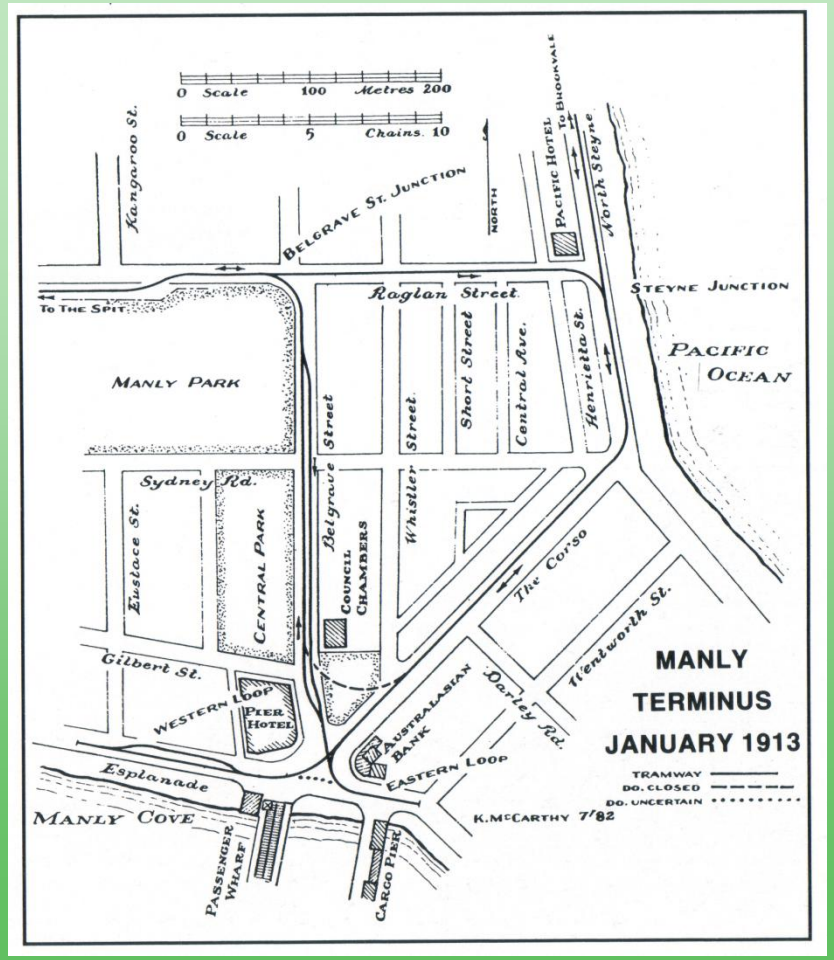
Requirements

- 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?


0 Scale 100 Metres 200
0 Scale 5 Chains. 10
Kangaroo St.
Belgrave St. Junction
North
Pacific Hotel
To Bhoomvale
North Steyne
Steyne Junction
To The Spit
Raglan Street
Manly Park
Belgrave Street
Short Street
Central Ave.
Henrietta St.
Pacific Ocean
Sydney Rd.
Eustace St.
Central Park
Council Chambers
Whistler Street
The Corso
Wentworth St.
Gilbert St.
Western Loop
Pier Hotel
Australasian Bank
Darley Rd.
Eastern Loop
Esplanade
Manly Cove
Passenger Wharf
Cargo Pier
MANLY
TERMINUS
JANUARY 1913
Tramway
Do. Closed
Do. Uncertain
K. McCarthy 7/82

