



DRAFT AGENDA

MANLY TRAMWAY LOOP FEASIBILITY WORKING GROUP

AGENDA

2pm, 30 MARCH 2011, Town Hall, Manly

INVITEES:

All Interested Councillors

Council Staff:

M Novakovic, A Karlsson, M Giddey, C Femia, I Abbottsmith; A Kandelas; J Minifie; T Williams; J Gilroy; P Rajah; B Regan; H Lever; H Wong; A Hewton

Other Representatives

ITEM 1 APPOLOGIES

ITEM 2 DECLARATION OF INTEREST

ITEM 3 TERMS OF REFERENCE

FEASIBILITY INFORMATION REQUIRED - SCOPE

ITEM 4 SYSTEM REVIEW – OBTAIN DETAILS ABOUT DESIGN, TECHNICAL STANDARDS, CONSTRUCTION PROJECT MANAGEMENT, OPERATIONAL ARRANGEMENTS AND POLITICAL BACKGROUND TO SIX EXISTING AUSTRALASIAN SYSTEMS

Existing Australasian tramway systems are Melbourne, Adelaide, Sydney Light Rail, Sydney Tramway Museum, Bendigo tramway and Christchurch tramway.

ITEM 5 TRACK DESIGN – INVESTIGATION AND SELECTION OF TRACK CONSTRUCTION SYSTEM

Focus on a system that is cheap to construct, durable, serviceable (eg allows rails to be replaced on curves), is compatible with ground level power supply and installable overnight in pre-built segments and is installable by semiskilled labour. (info sources are systems in Melbourne, Sydney, Adelaide, Bendigo and Christchurch). Develop or adopt standard drawings for track construction and tram stops,

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sufficient for costing purposes.

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ITEM 6	GROUND LEVEL POWER METHOD SELECTION OF GROUND LEVEL POWER SUPPLY SYSTEM Segmental energizing of third rail with tram above to fail safe design. Alstom appears the best from a maintenance and serviceability perspective – we need to push them to solid state switching and get it installable by semi-skilled labour.	
ITEM 7	DESIGN OF TRACK LAYOUT AT ALL INTERSECTIONS AND PROPOSED STOPS FOR TRAFFIC COMMITTEE AND RTA CONSIDERATION Belgrave Street is an RTA controlled road, all the other roads on the proposed route are local, but the route crosses four signalised intersections/pedestrian crossings. The RTA and local residents will need to be satisfied the trams will have no significant impact on local traffic. This will require careful design and track placement so trams stop out of the traffic flow. Other than Belgrave Street, no streets are wide enough for Melbourne style dedicated central reservations. Tram stops require platforms for easy one step access to trams (trams are not currently proposed to be wheel chair accessible) Select tram garaging locations with or without 2015 Oval carpark.	
ITEM 8	TRACK AND POWER SUPPLY CONSTRUCTION - CALCULATION OF CONSTRUCTION COST ESTIMATES AND ANNUAL MAINTENANCE COSTS Recent construction of non ground level power supply track has been carried out in Melbourne (docklands relocation), Adelaide (modernisation) and Christchurch (system extension and now reconstruction to come after earthquake). Separate labour component to enable considering use of volunteers in construction to reduce cost to Council. Consider impact of construction cash flow requirements on Councils forward budget with other proposed major projects – is construction over say 4 years going to be easier to manage even if less economic?	
ITEM 9	PROVISION OF HERITAGE TRAMS Liaison with Sydney Tramway Museum and Victorian Department of Infrastructure for obtaining five surplus heritage trams. The Melbourne W6 cars are attractive because they have drop centres and power doors. (ie lower passenger risk). Indicative tram car operating costs can be obtained from Yarra Trams (still operating W class), Bendigo trams and Sydney Tramway museum. There is a possibility of having an extra car as a Restaurant tram on the loop.	
ITEM 10	METHOD OF OPERATION – PAID STAFF AND/OR VOLUNTEER Consider operation as internal Council operation (like HS&J), or franchising out. If internal, consider paid or volunteering operating and maintenance staff or mixture. Council or Franchisee will need Independent Transport Safety Regulator (ITSR) Accreditation as railway operator (allow for set up cost). Look at Sydney Light Rail, Bendigo trams and Sydney Tramway Museum as operating models. Develop preliminary operating staff budget.	

ITEM 11 PUBLIC CONSULTATION

Outlining of benefits and impacts of installing the tramway loop on the residents and businesses of Manly. Particularly note use for older residents and tourists. Place the loop in the context of operating stand-alone, operating with 2015 carpark relocation and beyond (with extensions to Seaforth and Brookvale to use as a precision feeder system for Manly CBD and Ferry). Develop a proposed tramway information web site. Develop draft system brochures with map, timetable etc. which can be used for promotion.

ITEM 10 OTHER ITEMS

From participants and GM

ITEM 11 DATE FOR NEXT MEETING

TBA

HB 22/03/11