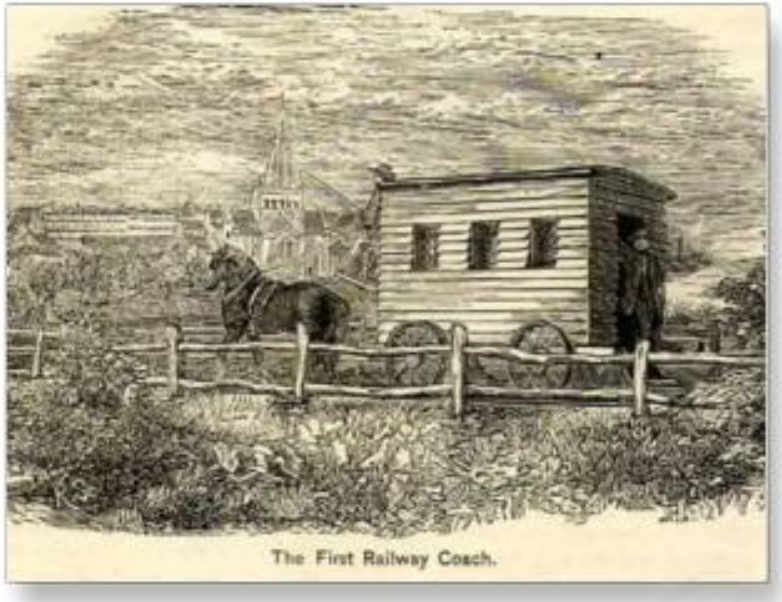
Are trams the new, old solution to increasing the use of public transport?

Phil Hewitt, Director, London Tramlink

A long history of trams

Surrey Iron Railway



Dartmoor Mineral Tramways

Heyday of the first generation tram

18
CROYDON
PURLEY
Did you
MACLEAN
your teeth to-day?
399

NORTH END, CROYDON.

What went wrong?

- Improvements in the internal combustion engine
- Better roads
- Better cars
- Better buses
- Cheap fuel
- Old fashioned
- Inflexible
- Upgrade and renewal costs
- Outside of Germany and Eastern Europe most first generation tramways were scrapped by the 1960's

An improving technology

Eastern European trams

PCC cars emerged

A new solution to public transport needs Light Rapid Transit (trams)

- Philosophically a new way of thinking
- Move lots of people
- Move them quickly and efficiently
- Move them cheaply
- Re-utilise existing infrastructure

The former National Rail station at Waddon Marsh

A Modern Tramway

- Taking people from where they live, to where t
want to go.

- Segregation where possible.

Services

- Frequent
- Easy to Use
- Integrated
- Affordable and Adaptable

Tram stops

- Clean and well lit
- Secure
- CCTV and Help Points
- Accessible from the street
- Passenger Information

Tram vehicles

- Spacious and airy design
- Step Free / Gap Free Access
- High capacity

Are tramways “the” solution ?

No – tramways work best where they are developed:

1. **As an integral part of land use planning**
2. **To serve real transport needs**
3. **To form part of local transport "modal" hierarchy**
4. **With long term political support.**

The Future of Tramlink – A Case Study

TRAMLINK

Increasing capacity on Wimbledon track

Current Wimbledon track is designed for 8tph frequency. Raising that frequency to 12 tph requires upgrading the infrastructure to allow:

1. Trams to pass each other between Mitcham – Mitcham Junction: requires double tracking
2. Time for trams to unload/ load passengers at Wimbledon: requires a two platform terminus
3. Increased number of trams to extend the new Line 4 to Wimbledon.

Double tracking Mitcham – Mitcham Junction

- Work consists of laying additional track, new OLE, changes to points and signalling.
- No additional land needed.
- Cost is approx £2m - £2.5m, duration 12 months
- Can be procured by D&B contractor or by in-house team.

The future – New trams

Crowding occurs on both approaches to the Croydon loop, with passengers either interchanging with rail services at East Croydon or accessing the major employment and retail centre in Croydon. A solution has been found to boost capacity for these areas using 6 new trams which will join the fleet in 2012.

- **Passengers** – better quality service with less crowding and more space.
- **Operational performance** – will improve during busy times as less crowding will require a shorter dwell time at each stop
- **Cross-Croydon journeys** – more trams will be operated across the borough linking residential areas with shopping/ employment areas
- **Future growth in Croydon** – can be sustainably supported as the trams provide a high level of accessibility to the metropolitan centre and the New South Quarter housing area at Waddon Marsh

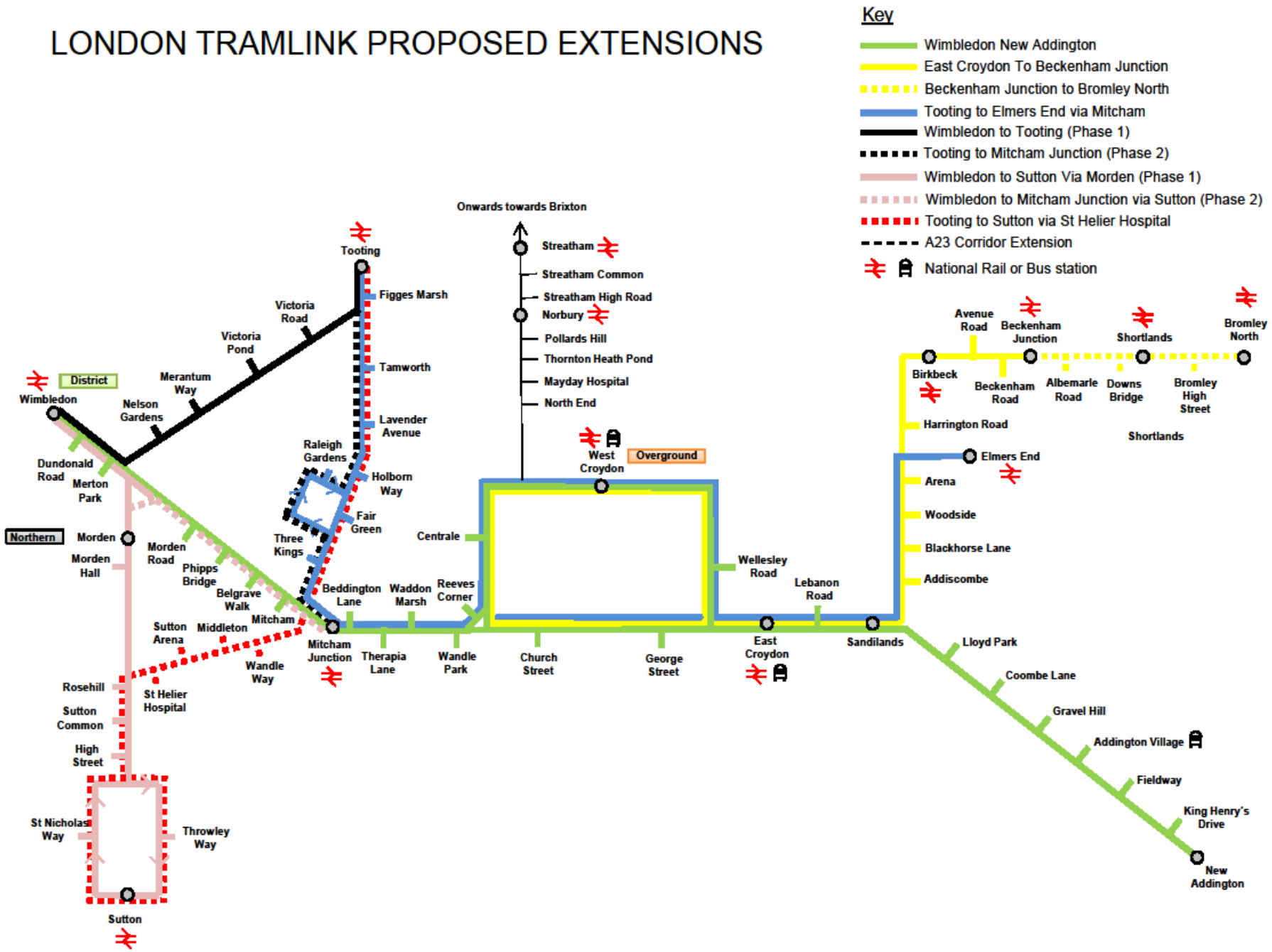
Tramlink future – network extensions

The Mayor's Transport Strategy supports Tramlink extensions, but to where?

South London sub-regional transport plan prepared by TfL Group Planning in 2010 identified a short-list of strategic destinations based on policy objectives:

1. **Bromley,**
2. **Sutton,**
3. **Tooting,**
4. **A23 Corridor – West Croydon, Thornton Heath, Streatham (Brixton).**

LONDON TRAMLINK PROPOSED EXTENSIONS

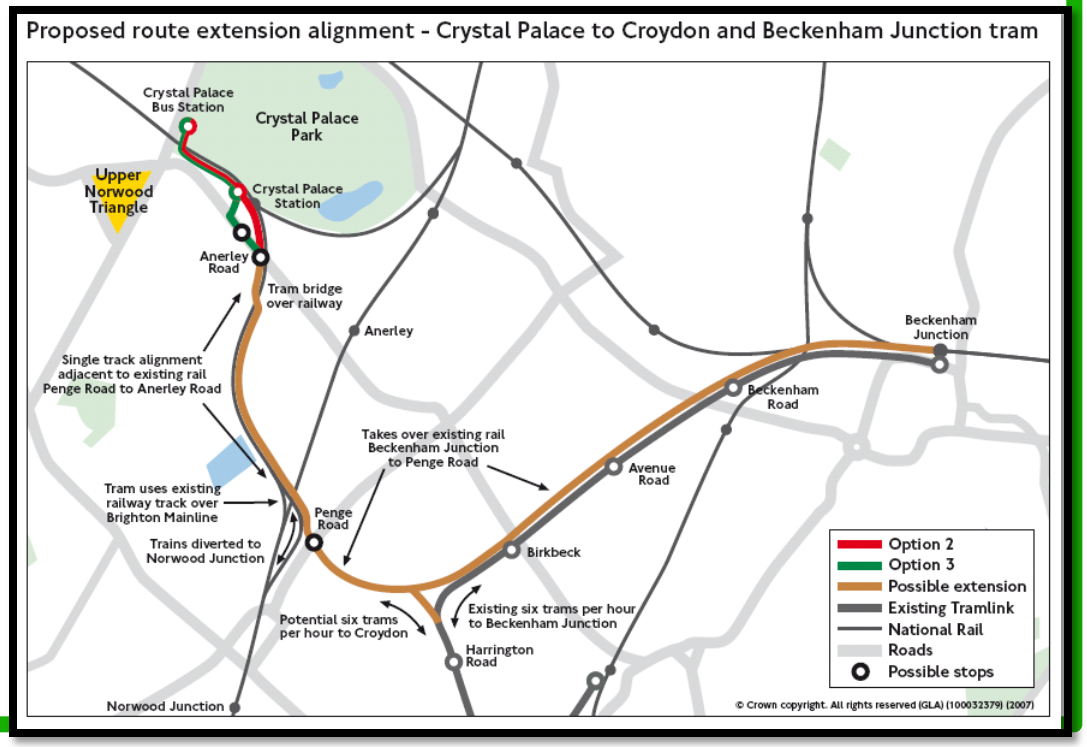


Where does Crystal Palace fit in?

Supported by Steve O'Connell (GLA member for Croydon and Sutton)

First put on hold by the Mayor in 2008, then recently revived (also supported by Ken Livingston).

Not a strategic destination... but paves the way for an extension to Bromley by taking out the heavy rail line to Beckenham Junction.



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