



## Media release

### Greens call for “trackless trams” from Burwood to CBD along Parramatta Road

Greens candidate and Deputy Mayor of Canada Bay, Charles Jago, today called for implementation of “trackless trams” from Burwood CBD to Museum station. “Trackless trams” do not require tracks or overhead lines and use battery power. Costing 80% less than conventional light rail, the system can be installed much faster and more easily.

“A 2016 Transport for NSW study found that a light rail service would take 22 minutes to the city compared with a bus trip of 39 minutes, reducing traffic congestion and travel times,” said Councillor Charles Jago.

“With twice the capacity of a rapid bus system, trackless trams can move at least 10,000 people per hour and have the advantage of producing zero emissions when powered by renewable energy.”

“Originally the state government proposed a light rail service but scrapped those plans, promising in 2018 to introduce a double-decker bus service. Nothing further has been heard from the government since then.”

“The new tolls on the M4 East have made congestion worse on Parramatta Road. The government hopes that when Westconnex opens this year, it will solve Parramatta Road log jams. However, as Westconnex fills up, many commuters will shift back to using Parramatta Road.”

“Adding to the load, the government’s urban growth plan is forcing councils to house an additional 44,000 people along Parramatta Road in the Inner West by 2050<sup>1</sup>. We urgently need better public transport to benefit Inner West residents. Unlike the NSW Government, the Greens prioritise public transport rather than motor vehicles and motorways.”

“The government’s strategy of prioritising motor vehicles on roads and motorways has failed. Only by prioritising public transport will Sydney have enough capacity to move its commuters in peak hour.”

“In 2017, the Inner West and Canada Bay Councils undertook a study of trackless trams, which demonstrated greater benefits compared to the type of “Bus Rapid Transit” scheme announced by the Government. The study showed that trackless trams are narrow enough at 2.6m wide to operate down the centre of Parramatta Road, and still allow kerbside parking,” said Councillor Jago.

Councillor Jago dismissed the NSW Government’s previous criticism of trackless trams. “This technology is being considered across Australia and internationally, offering substantial capital and operating cost benefits. With no tracks or overhead wiring, it has rapid roll-out without the hassles associated with the Government’s installation of light rail in Sydney CBD,” he said. “The next step is a feasibility study to explore the system in detail.”

Charles Jago

Deputy Mayor of Canada Bay Council

Greens candidate for the NSW seat of Drummoyne and the Federal seat of Reid

For further information, contact [info@canadabaygreens.org](mailto:info@canadabaygreens.org) or call Charles Jago on 0403 902 613.

Also see <http://canadabaygreens.org>

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## Links

- <https://theconversation.com/why-trackless-trams-are-ready-to-replace-light-rail-103690>
- <https://apo.org.au/sites/default/files/resource-files/2016/11/apo-nid69987-1240281.pdf>
- <https://www.smh.com.au/national/nsw/state-walks-away-from-joint-study-on-trackfree-trams-for-parramatta-road-20171109-gzhogs.html>
- <https://www.9news.com.au/national/2018/07/17/17/18/parramatta-road-double-deckers-transform-sydney-traffic>
- <https://www.innerwest.nsw.gov.au/about/news/media-releases/2017-media-releases/guided-electric-transit-gaining-traction>

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<sup>i</sup> As listed in the Eastern precincts shown in Urban Growth's "Parramatta Road Corridor Urban Transformation Strategy". These include: Homebush, Burwood-Concord, Kings Bay, Taverners Hill, Leichhardt and Camperdown.