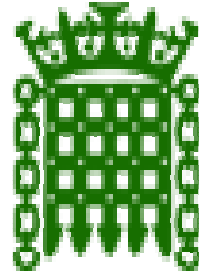




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"TramTrain does it Greener and Cheaper on lightly used railway lines and in the streets"

Spanish-made trams to run on Canberra's city to Gungahlin light rail line



Capital Metro Light rail tram route from Gungahlin

February 1, 2016

The Government has revealed the route its planned Gungahlin tram will take down Northbourne Avenue to the City.

Canberra Metro announced as Capital Metro light rail tender winner

Spanish-designed trams will run on Canberra's light rail line from early 2019.

The ACT government's announcement of the Canberra Metro consortium as the winning bidder for the city to Gungahlin tram line confirms new rolling stock will be built and maintained by Spanish firm Construcciones y Auxiliar de Ferrocarriles, also known as CAF.

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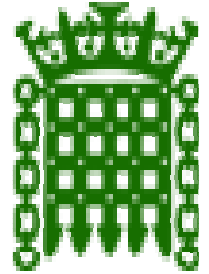
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An artist's impression of the Capital Metro Gungahlin tram line showing the light rail stations. Photo: Supplied

The government plans to spend about \$65 million on a fleet of 14 trams, each 33 metres long and with 66 seats and capacity to carry 207 people.

Trams will run every six minutes during peak times and every 10-15 minutes in off peak periods. The journey from the Gungahlin town centre to the planned city terminus at Alinga Street will take 24 minutes.

Each tram will include two dedicated wheelchair spaces, storage room for four bikes, 12 priority seats for passengers with special needs, handrails and grab rails for safety. Passengers will have access to free wireless internet on board.

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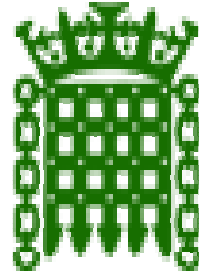
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An artist's impression of the Capital Metro Gungahlin tram line showing the light rail stations. Photo: Supplied

Promotional materials describe the trams as "cheerful and suitable for this important city, making a positive impact on the city pride of all Canberrans". Designs could feature events such as Floriade, Summernats, and the Canberra Balloon Spectacular.

The trams are described and built for bi-directional operation, with climate control and a "full length open plan passenger saloon" for safety and visibility. Energy efficient electrical systems will be in place on board, including LED lighting.

Safety cameras will operate inside the trams and passengers will have access to emergency help points to speak to the driver or an operations control centre.

Secure free storage units will be available at the line's 13 passenger stops and same level boarding will allow for easy access. The stops are being designed to shield passengers from the capital's changing weather, including rain, sun and wind.

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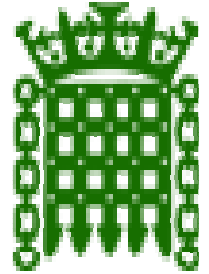
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CAF's trams promise "avant-garde design and flexibility" to give city networks their own unique identity. Canberra's trams will include a design unique to the city.

The trams will include hybrid, regenerative technology that allows for kinetically developed energy from braking to be stored in roof-mounted super-capacitors for wire-free services, as required by the National Capital Authority if the line is extended to the Russell precinct.

On-board energy storage captures braking energy, allowing trams to run without wires between stops and helping energy efficiency.

In 2013, the NSW government announced it would buy six more CAF trams for Sydney's light rail line.

Courtesy: Tom McIlroy, Canberra Times



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