

Interacting with trams

- Be aware, there's a tram there.
- Always keep a safe distance away.
- Always step over, not on, the tracks.
- Remember, tram drivers have blind spots. Never assume the driver has seen you.

Pedestrians

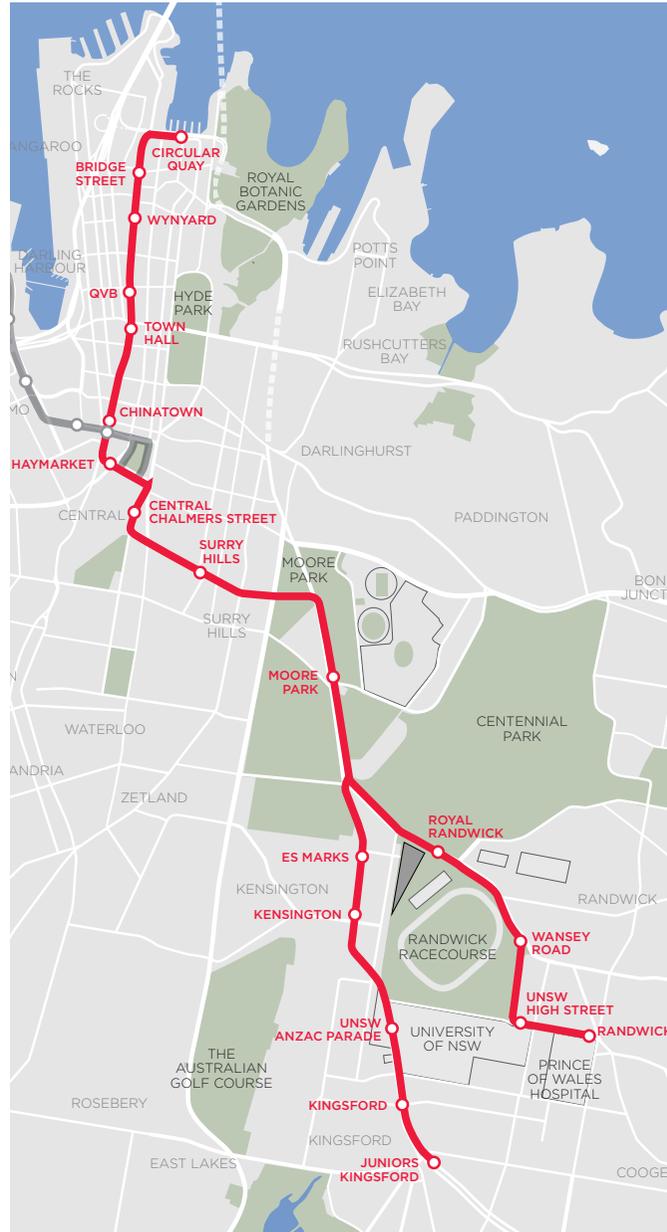
- Always look up before crossing, and cross at designated crossings.
- Prams and wheelchair wheels can catch in the tracks. Cross at an angle.

Cyclists

- Cross tracks at an angle. If you can't, it may be safer to dismount.
- Never ride along the tracks or within the track lane.

Motorists

- Never drive in the tramway.
- Follow traffic signals. Give way to trams – they have priority.
- Do not queue across intersections especially where trams cross.
- Trams take longer to stop than cars and can't swerve to avoid a collision.



For further information visit
Sydneylightrail.com.au or
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Sydney Light Rail Safety information



HEADS UP | **PLAY IT SAFE**
AROUND
LIGHT RAIL



Trams are being tested

Systems and tram testing is underway. Before the new light rail operates with passengers, we need to ensure that the system and vehicles are fully functional and safe.

There are many important safety considerations, particularly around overhead wires and moving trams.

Remember:

- Road conditions may have changed – follow traffic signals and never turn in front of a tram
- Trams cannot stop easily or quickly
- Trams are quiet, pedestrians and cyclists should look out before they step out, and use designated crossing points
- Trams cannot swerve to avoid a collision
- Cyclists should cross tracks at an angle
- Trams tracks are for trams. Motorists and cyclists are not permitted to drive within the tram lane.

Frequently asked questions

How often will trams be tested?

Trams are first tested at night before moving to day testing. Testing will occur across multiple areas at the same time.

Where should I cross the light rail tracks?

New crossing signals are being introduced providing safe crossing points for pedestrians and cyclists. These will serve as main access points to stops and assist people crossing from one side of the road to the other. Trams are quiet so when walking or riding always look out before stepping out.

I ride my bike near the route? What do I need to do differently?

A shared path corridor is in place from High Street, Randwick to Surry Hills, adjacent to the light rail tracks. When crossing the tracks, do so at an angle to avoid getting wheels stuck in the tracks. If this isn't possible, it is safer to dismount and walk across. Cyclists are not permitted to ride within the tram lanes.

How are the trams powered?

The trams are powered by overhead wires from Randwick and Kingsford to Moore Park through Surry Hills to Town Hall. The APS operates from Town Hall to Circular Quay.

- **Overhead wires** – should always be treated as live. Remember to look up and stay safe!
- **APS** (Aesthetic Power Supply or third rail) – provides the tram with the same power as overhead wires. Instead of being transferred to the vehicle from above, it is powered from the ground. The energised sections are only powered when the tram passes over it. See the APS Fact Sheet on the Sydney Light Rail website for more information.

What is the height of the overhead wires?

The vehicle height restriction of 4.6m. The exception is under Eddy Avenue where the height restriction is 3.6m.

Why do you need to use the bell?

Drivers use the bell when necessary to warn that a tram is approaching. During the day, it's used to ensure pedestrians are aware of an approaching tram. After hours, drivers only use it in emergency situations.



What speeds are the vehicles likely to travel at?

Vehicle testing is undertaken at low speeds, gradually increasing to the maximum speed for the area. Trams are tested under several conditions. The final speeds will be determined following the completion of traffic modelling, which will ensure we achieve the most efficient operation and management for all road users.

I'm going to be working near the light rail, do I need a permit?

A Permit to Work is required for all works within the hazard zone (3m vertically and horizontally from the overhead wires) during testing and commissioning. This includes work such as erecting ladders, tree pruning and deliveries from large vehicles. To find out more read the factsheet on the Sydney Light Rail website.

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