

SESSION: THE CHRISTCHURCH TRAMWAY - 3 1/2 YEARS ON**SPEAKERS:**

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| 1. | Dave Hinman (Christchurch City Council) | Overall planning, construction, operation |
| 2. | Ron Clarke (Christchurch City Council) | Design and construction |
| 3. | Peter Atkinson (Christchurch City Council) | Traffic Issues |
| 4. | Martin Mongan (Christchurch Tramway Ltd) | Operator's viewpoint |
| 5. | Max Taylor (Heritage Tramways Trust/ Tramway Historical Society Inc) | Tram Supplier and historical society viewpoint |

Format:

Interactive panel discussion featuring views of the above contributors.

Five minutes was allowed each speaker to give a statement of their views which were followed by questions and/or comments from the floor.

- Each speaker was asked to include
- a. Their expectation 3 1/2 years ago
 - b. Their views of the tramway as it is
 - c. What they might have done differently
 - d. Their vision/hopes in 5 years time

INTRODUCTION:

Dave Hinman introduced this session by outlining the Christchurch City Council's philosophy in setting up this project - a desire to promote the city and to create an "icon" for Christchurch, as well as setting up a project which it was hoped would prove profitable.

TRAFFIC MANAGEMENT ISSUES:

Peter Atkinson, traffic engineer, outlined the traffic constraints which governed the design of the tramway, resulting finally in the decision to treat the "tram" as just another vehicle on the road and allowing it to move in with other traffic on the streets.

DESIGN AND CONSTRUCTION:

Ron Clarke, design engineer, outlined some of the engineering issues involved in the construction of the tramway. One of the major problems experienced in engineering terms has been rail corrugations causing noisy track. Track grinding has reduced this problem but new corrugations continue to appear. Mr Clark suggested that knowing what they now know, they would have been much more careful in the selection of the second-hand rail used in the construction of the tramway.

THE OPERATOR'S VIEWPOINT:

Martin Mongan, General Manager of Christchurch Tramway Ltd, outlined the expectations of the operator when entering this project. When they gained the licence, Shotover Jet's expectations were to "make money". Patronage of 1m passengers was anticipated by the

Council, but the results have been far short of these optimistic figures. Nevertheless patronage has been large enough to make the tramway one of the most well-supported tourist operations in New Zealand.

In hindsight Mr Mongan would have sought more one-man trams to reduce costs during slack periods. Noise suppression would also have been sought with the benefit of hindsight so that the "real tram" noises were background noise rather than dominant noise.

Mr Mongan's vision for the future has to be profitability in order to give a return to shareholders and to allow funds for the development of the company, as well as completion of Cathedral Junction.

TRAM SUPPLIER AND HISTORICAL VIEWPOINT:

Max Taylor, President of the Tramway Historical Society and Secretary/Treasurer of the Heritage Tramways Trust, the vehicle supplier, outlined the considerations which applied in the provision of the tramcars for this operation. Mr Taylor outlined the unknown factors which had to be considered when leasing trams to the Company - wear and tear, restoration of the tramcars back to heritage condition and the provision of an income stream to allow the Society to further its restoration.

Questions were posed and briefly answered by the panel members.