

## **Extending the Christchurch Tramway – Dave Hinman**

### **Discussion**

Richard Gilbert – BTM – asked about the source of the new Rails.

DH - From Europe, though purchased off Yarra Trams Melbourne.

Ian Seymour – AETM – asked about the profile of the rail

DH - Profile is RI60, compatible for any future light rail vehicles, tram profile has a slightly deeper flangeway for higher speed operation. Could be a problem with cyclists – RI57, which Melbourne also use, possibly better because of a narrower gap.

David Secker - PETS – asked about extra rollingstock, will design limit length of trams and the use of articulated vehicles – 18m radius curves.

DH - Melbourne now moving to 25m curves as standard minimum. Christchurch unlikely to want longer trams and long wheel base single truckers. Will make overhead parts compatible for possible future pantograph operation.

John Binns – LTMS – asked about the cost per/km.

DH - Single track is about \$NZ 4m/km excludes vehicle, storage and sub-station. Final road surface will depend on location – City Mall has expensive paving stone, other parts of route likely to be mass concrete, possibly asphalt covered. Tramway project expected to pay for whatever surfacing is required, for tramway portion of the road. The price of steel has gone up. The cost of relocating services has about doubled to that of 12 years ago.

John Radcliffe – AETM – asked about wheel chair access.

DH - Have been in discussion with disabled community representatives about this – will not be provided at every stop one further one likely, possibly two. At present there is an in ground wheel chair lift (in Cathedral Junction). Additional access may use a different system to that currently provided.

Peter Hyde – BTMS – asked about the use of plain (railway rail type – no flange).

DH - Looking at its use outside the Mall area. Present line does use secondhand railway line, but it was canted (at considerable expense).

Leyon Parker – Hobart – asked about the sustainability issues in transportation – a competitor to public transport and whether more tourists as a result of having the tourist tram?

DH - The tram extension is being “sold” on the basis that it will be an attraction (as for the current tram) to encourage people to stay longer. Not part of the public transport system – May evolve in the future.