



THE CHRISTCHURCH TRAM EXTENSION PARTNERSHIP

THE DREAM APPROACHES REALITY

Presentation to COTMA September 2010

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A presentation about the continuing progress and milestones achieved towards extending the Christchurch City Tramway

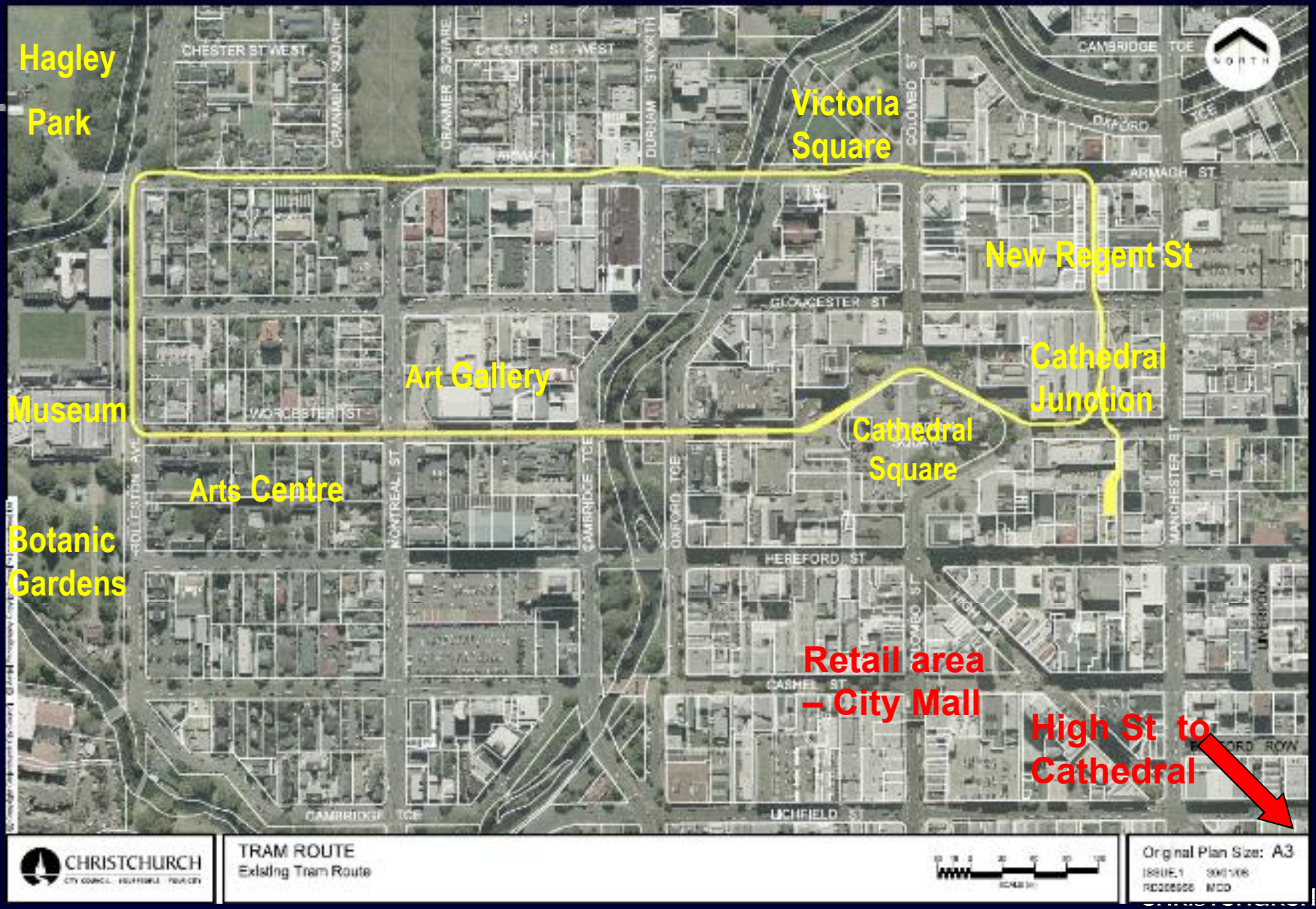
Dave Hinman (ChCh City Council/Tramway Historical Society)

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Outline

- Introduction – 2008 Report Reprise – the situation at August 2008
- Challenges and opportunities
- Milestones achieved
- Milestones still be achieved
- Footnote: Impacts of Christchurch earthquake

Existing route – City Tramway



Introduction – where we were in 2008!

There had been talk of extending the tramway from as early as 1996 when a report to the Council encouraged by hotel interests in Cashel street to extend through part of Cashel mall was emphatically rejected. It was to take another 10 years and another Council project to revive the idea.

Central City Revitalisation Strategy- *adopted 2006*

The Priorities

- Increasing the number of residents
- Growing our businesses
- Enhancing our public spaces
- Redeveloping under-utilised sites
- Improving transport







The Bricks

- City Mall Upgrade
- Redevelopment Partnerships
- Avon River Enhancements
- Bus Exchange
- Civic Office Building









The Mortar

Precinct Development
Central City South
Catholic Cathedral and CPIT

Central City Transport
Two-way Lichfield Street
Lanes network
Coordinated street furniture
Parking management



Business Retention and Development
Development contributions policy
Distribution of office space
Exploring a Central City development advocate and authority

Greening the Garden
Improving water quality
Regenerating industrial sites
Enhancing tree planting and landscaping

Heritage Conservation
Heritage grants
City Plan protection
Public-private partnerships



Re-vitalisation of the central city created a unique opportunity to explore new tram route options and use the tram as a revitalisation tool.

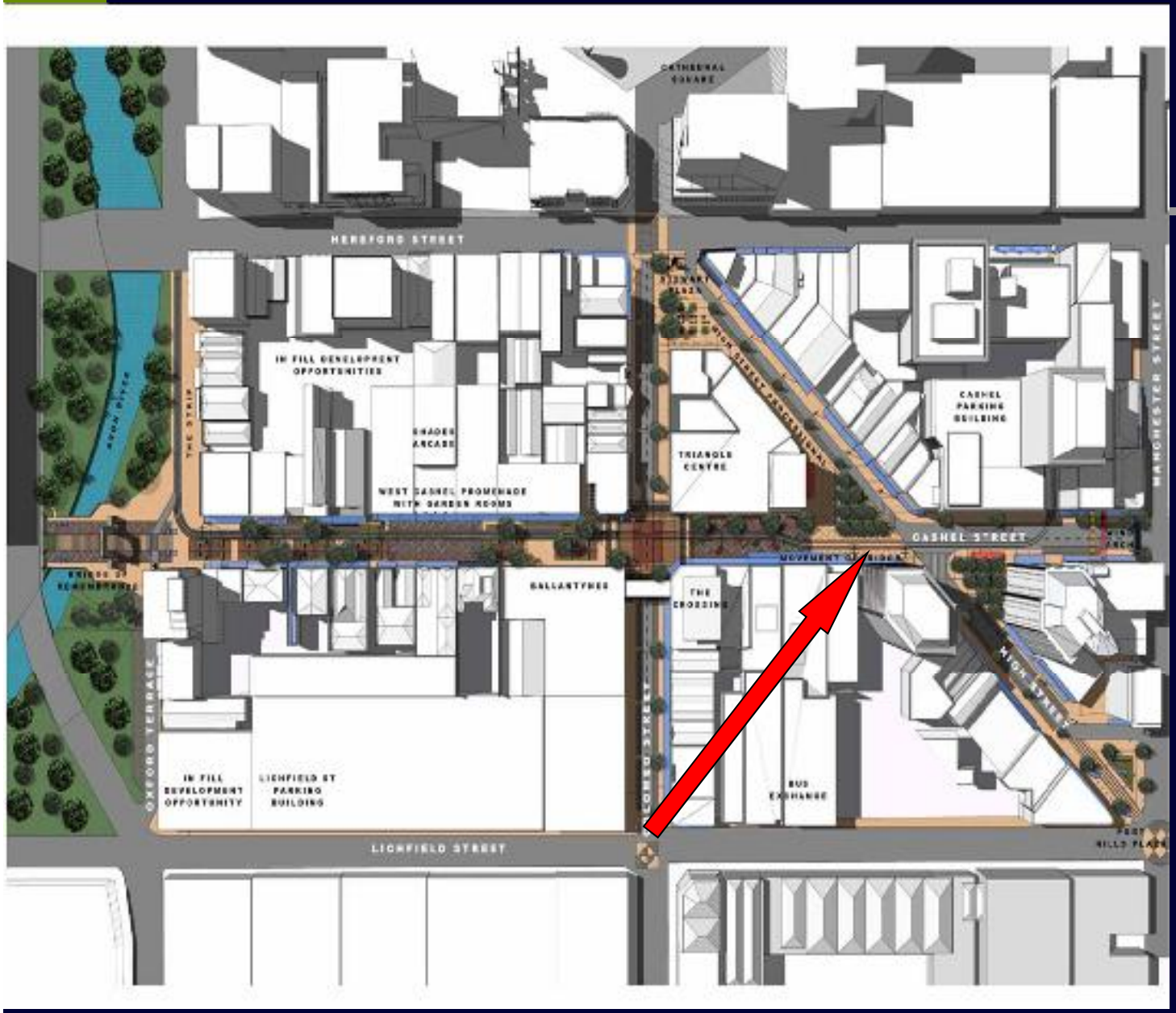
Milestone 1:

The Catalyst for the Tram Extension – City Mall



City Mall, pedestrianised in 1982 had become tired and dated - decision in 2006 to refurbish as part of central city revitalisation.

The proposed design included a one way service lane/ movement corridor in both High and Cashel Streets



City Mall design as consulted on during Sept-Oct 2006 included the tram in the Cashel St service lane as an option, although not in Mall Project Budget.

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Broad support for the tram through that public consultation has been interpreted as indicating that the tram is seen as an acceptable compromise by those both for and against having a road with private vehicles – tram would create more movement – slow and safe, bring more people than at present.



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Milestone 2 :
Council Decision 14 December 2006

Included:

(a) Adopt the overall (City mall) concept design and grant approval... to proceed to detailed design and construction phase

(d) Approve the installation of a concrete base which is able to support a possible future extension of the tram, during the construction of the first section

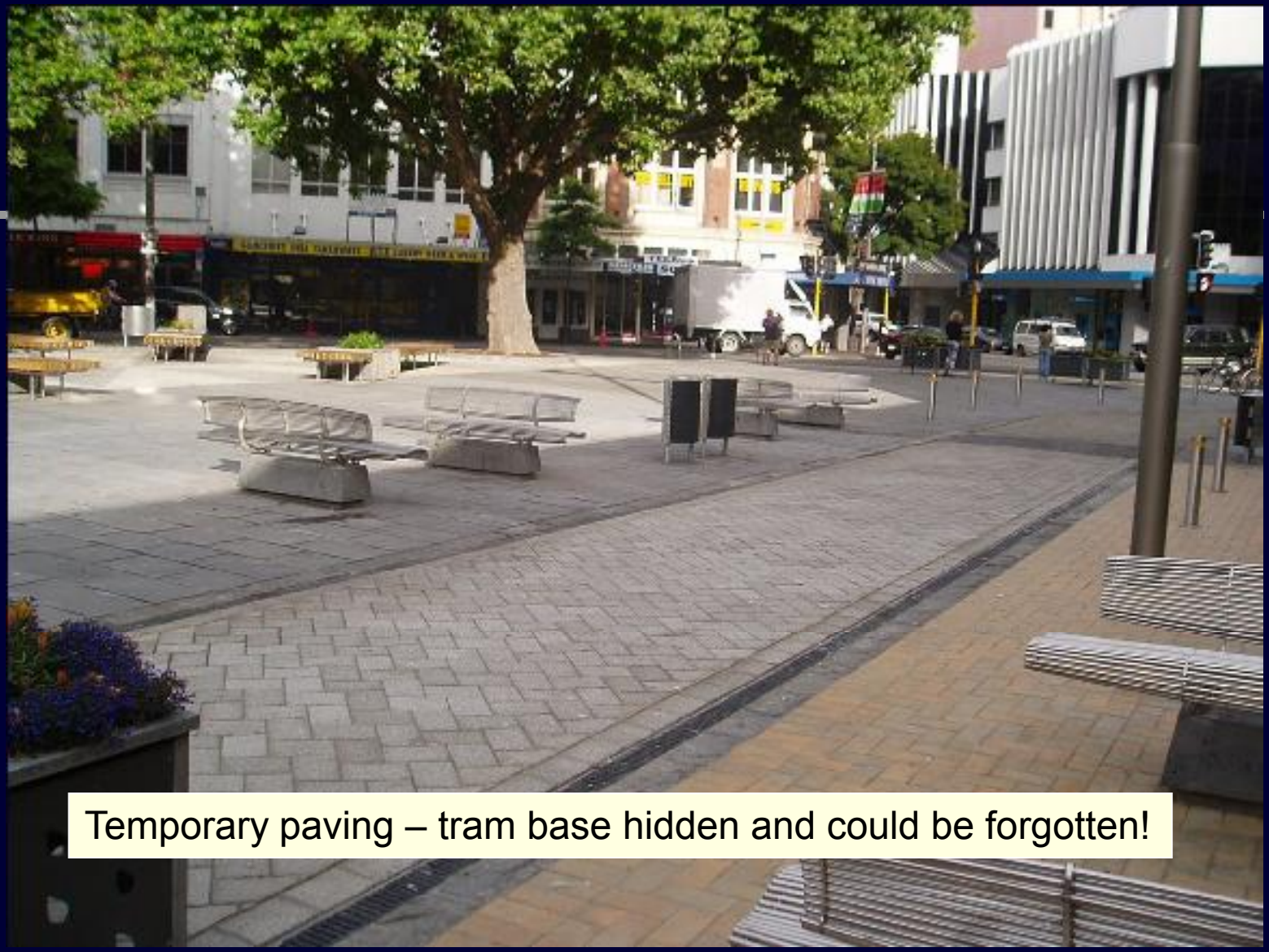
(f) Authorise a study into the viability of expanding the tram in the Central City that would service both tourists and Christchurch residents, with an initial report to the Council by June 2007.

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Heavily reinforced base completed



Temporary paving – tram base hidden and could be forgotten!

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Existing tram route (yellow) with preferred extension (red)

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Milestone 7:

Council Decision 25 June 2008

- Confirmed Special Order to allow trams in Mall
- Agreed to include installing rails in Mall and to negotiate removal of Cashel air bridge
- Confirmed (subject to funding) Oxford Tce and Cathedral Sq. alignments
- Requested further work on options taking the tram further along High St including feasibility of using existing double track still in situ, with a final recommended route with costings, to be reported back for 2009/19 Long Term Council Community Plan



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Achieving The Tram Extension – Challenges And Milestones



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The Challenges

Council

- Safe route at manageable cost
- Re-use of existing tracks?
- Finding the funds (competing with other projects)

CTL

- implications of ever increasing route length
- Need to more vehicles
- Costs v. projected income
- Need to negotiate a long term lease

THS/HTT

- Needing to be part of the action
- Tram selection
- Negotiating a package with CTL
- Funding and labour constraints

The Opportunities

Council

- Tram to be a central city revitalisation tool
- Enhancing tourism
- Rugby world cup target project
- Possible forerunner to modern light rail

CTL

- Ability to market a more comprehensive product
- New stakeholder to work with
- Potential for increased patronage (inc. locals)
- Happy drivers – don't *just* have to turn right any more

THS/HTT

- More trams restored and operating
- Income to employ more people, leverage off for other projects
- Build relationship with CTL

Milestone 8:
Rails for Cashel Street Mall



10 x 18m lengths
RI 60 ex Yarra Trams
Cut in half for shipping

Mall design changed to include rail

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Rails arrived August 08

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Milestone 9:
Cashel Street Mall work underway



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Rail is welded and fixed



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Concreted





And paved







Negotiations to remove Cashel Air bridge are ultimately successful!

A positive outcome for the ambiance of the Mall generally as well as for the tram

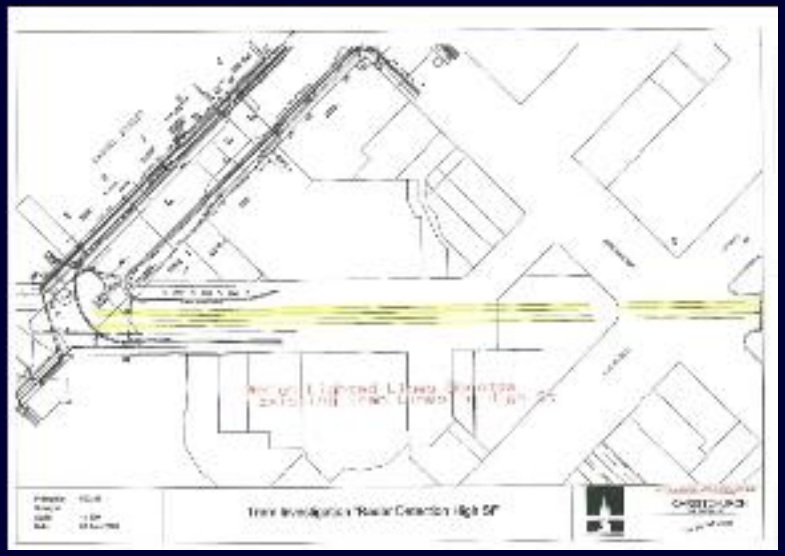


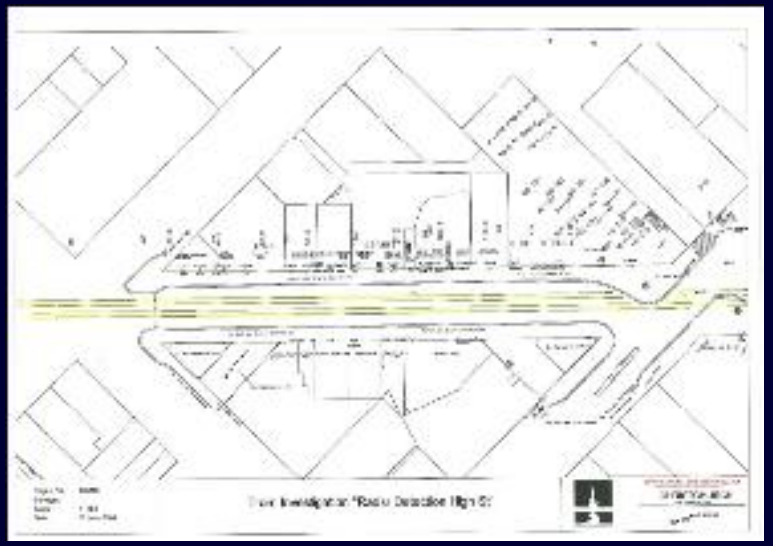


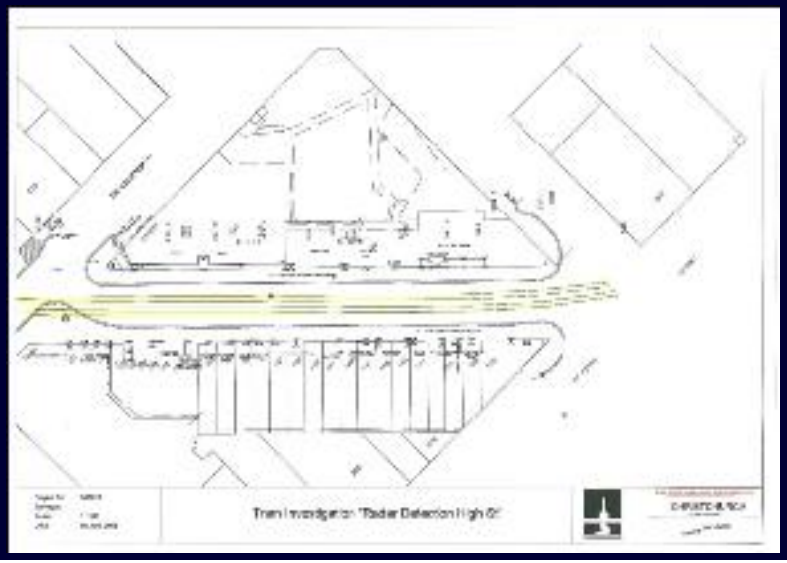
Crossing at High/Cashel installed

Reuse of existing tracks?

Still mostly there for 3 street blocks !













Old rails from 1932 – only 21 years of use – potentially significant cost savings, plus “sustainability “, heritage and general “feel good” factors





Issues relating to Re-use

- **Quality of rail**
- *– good condition apart from surface pitting – can be fixed by cleaning and grinding*

- **Filling the gaps?**
- *– use rail of same age and wear retrieved from High St Mall*

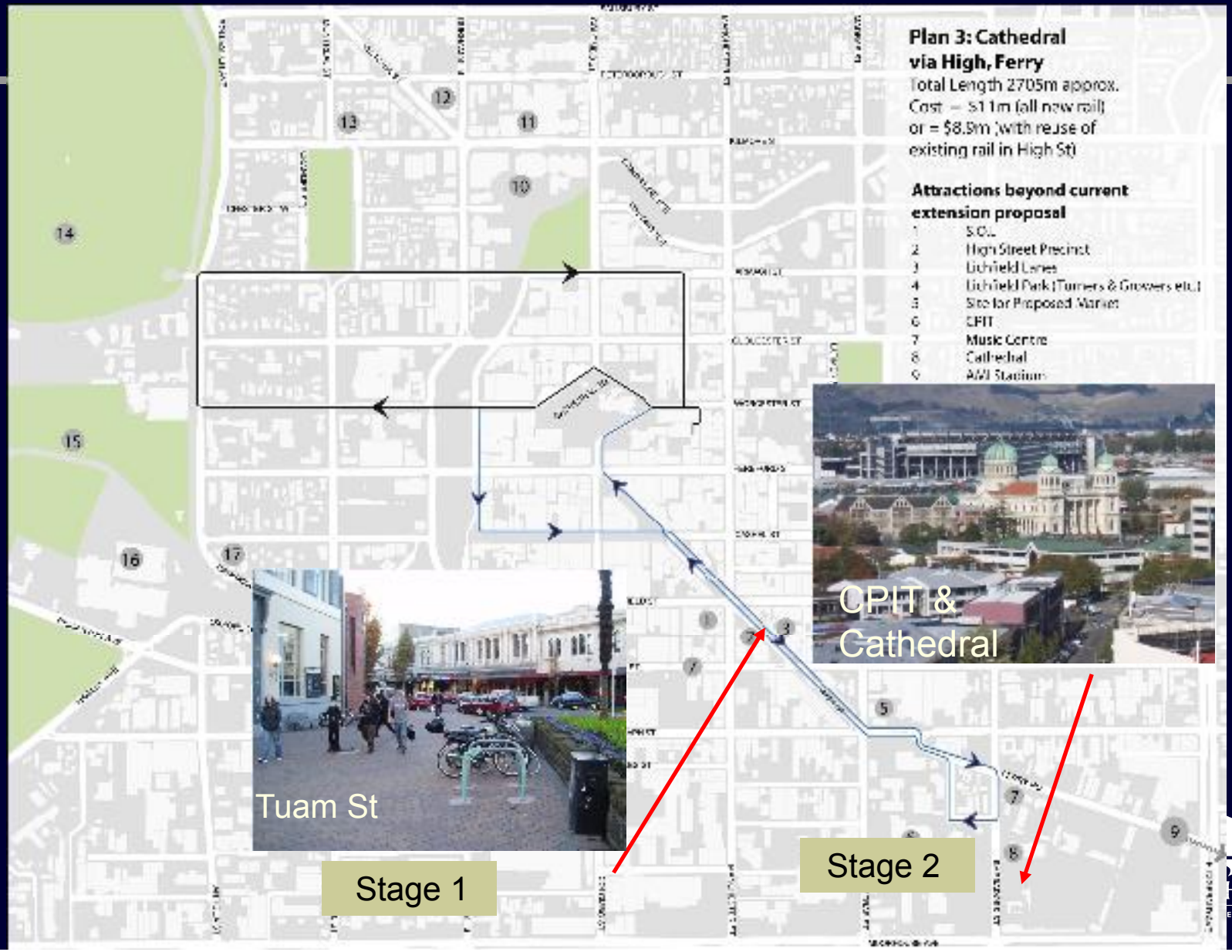
- **Condition and design of concrete base**
- –has very little reinforcing) - *core samples taken and quality found satisfactory considering age – Engineer's endorsement obtained*

- **Depth of cover over rails** (150-200mm)
- *– found to be a problem in Cashel – Lichfield section of High St, because of raising in level of road when footpaths widened and kerbs renewed. Not economic to either provide additional drainage or raise and reuse the rails!*

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Milestone 10:

Nov. 08 - Council seminar discusses route options



Why the need to turn?



Some trams
(eg. ex- Melbourne 244)
could travel in both directions

However for most of the current , typically ChCh tram fleet…



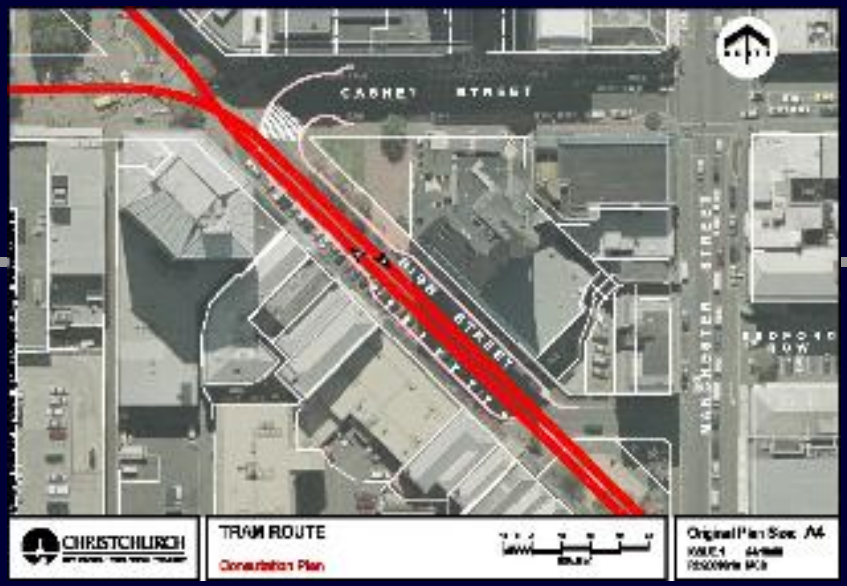
Single ended, doors on one side, forward facing



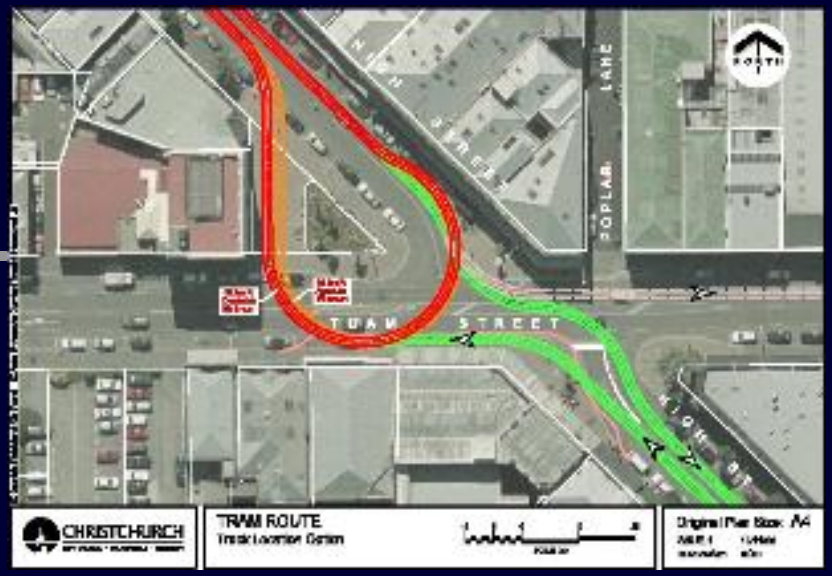
Trailer operation

Hence the need to be able to turn around!

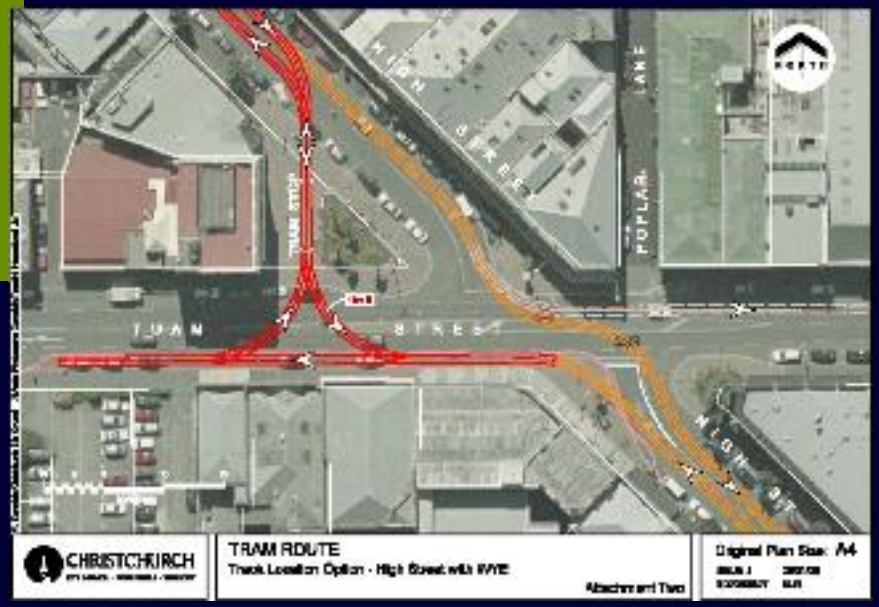
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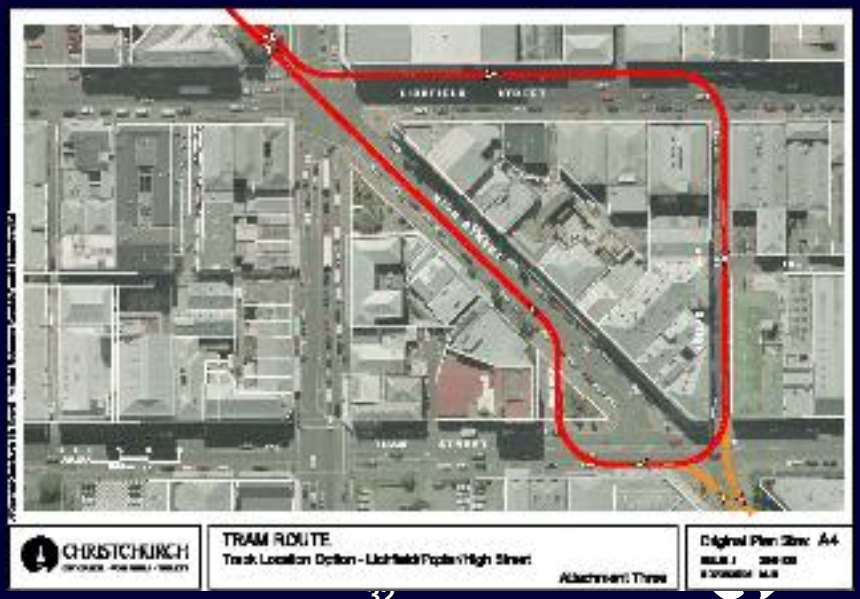
High St - Cashel to Lichfield



Turning options – (1) Balloon loop at Tuam



(2) Turning “Wye” at Tuam



(3) Loop via Lichfield-Poplar-Tuam-High

Milestone 11:
Council decides to include enlarged tram route in Draft LTCCP

- Resolution at Feb 26 2009 (LTCCP) meeting to confirm overall route of the extension, to be built in 2 stages:

  a) initially to Tuam St via High, Lichfield and Poplar Sts and

  b) then to Barbadoes Street (Music centre, Cathedral and CPIT), with detailed alignments to be confirmed subject to consultation

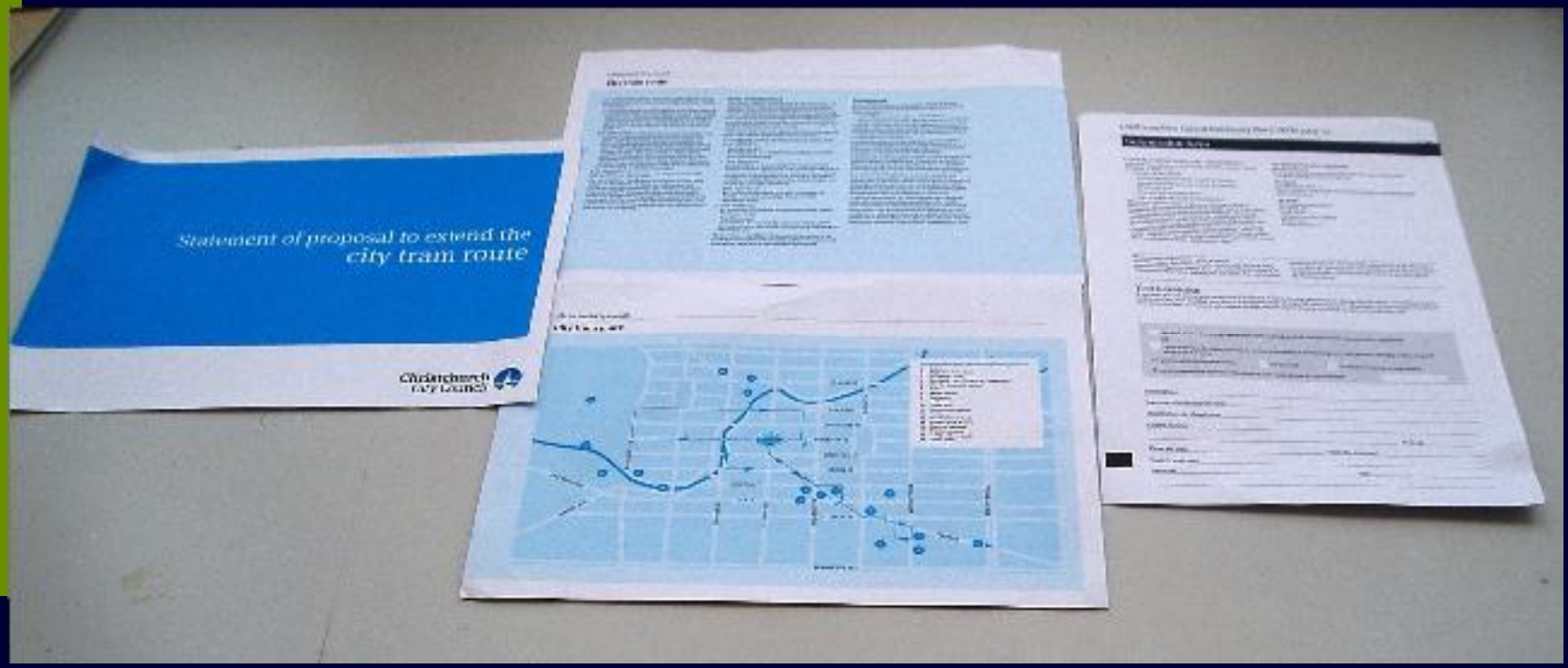
- Resolution included funding for both stages of the project in the draft 2009-19 LTCCP, a total sum of $11.5M. Stage 1 to be complete and operating in time for the Rugby World Cup in September- October 2011.



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Milestone 10:

LTCCP Submissions Process



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Summary of Submissions Received

- 90 received relating to tram
  - 65 in support *(inc. one with 62 signatories of (mainly) City Mall retailers)*
  - 25 opposed.
  - 35 *(15 opposed and 20 in favour)* presented their submissions at the LTCCP hearings

- Issues raised
  - Financial
  - Tourism focus
  - Safety issues
  - Route selection
  - Design & image
  - Construction effects

Issues Raised

- Those opposed were concerned about:
  - **Financial issues** (15)
    - Cost of project, wasting money, current financial situation, additional ratepayer subsidy, cost of trams and storage
  - **The Tourism focus** (19)
    - Preference for “real” public transport (buses, free shuttle, light rail), cycling, walking, and use of transport budget for this project
  - **Safety issues** (6)
    - Mainly about cycles and tram tracks, also mixing trams and pedestrians (City Mall)
  - **Route selection** (6)
    - Tram not going to the right places (3),
      Stage 2 unnecessary (3).

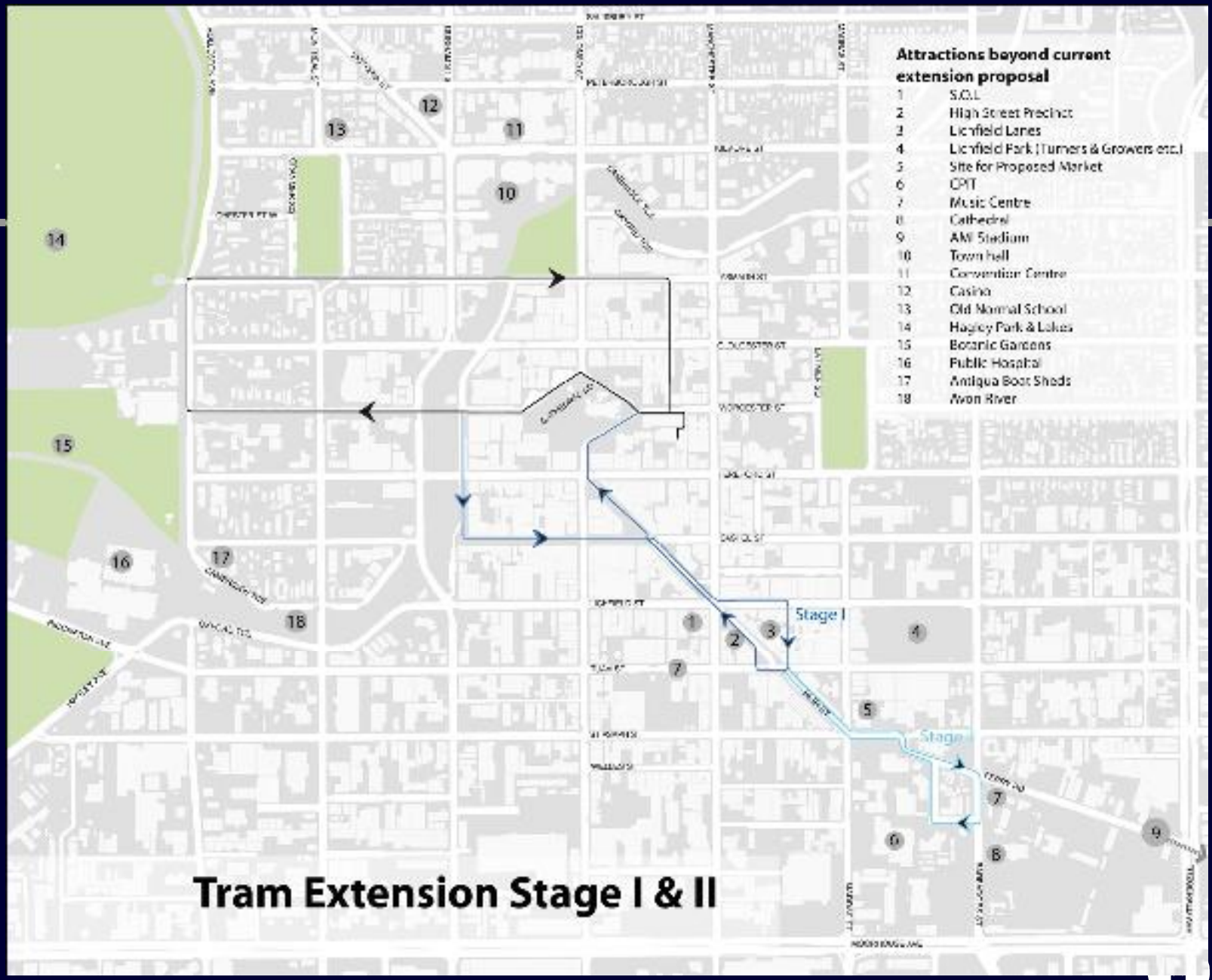
- Those in favour with concerns raised:
  - **Design & image issues** (14)
    - Sought good design of infrastructure, safe design for cyclists, intersection safety, not to slow other traffic, tram stops off road, disabled access provision, continued use of local heritage trams
  - **Construction issues** (3)
    - Need to minimise potential disruption during construction
  - **Route issues** (5)
    - Concerns about (narrow) Poplar St, seeking Stage 2 to traverse CPIT site, access issues to a Ferry Rd business.

Milestone 13:
Council LTCCP Decision – 30 June 2009

"(a) That the Council adopt the proposal to extend the City Tram route as far as the intersection of High St and Tuam St by 2011 to open in time for the Rugby World Cup as per the Statement of Proposal and that funding for the second stage of the extension (through to the Catholic Cathedral) also be confirmed as per the Statement of Proposal.

(b) That following the adoption of the proposal above the Council grant delegated authority to the Chief Executive to enter into such contractual arrangements with such parties as he shall consider necessary or appropriate to implement the above decision of the Council."

Carried - 11 votes to 2 with one abstention



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Milestone 14:
Design & Construction Project team under way

- Staff project team established to manage detailed design and construction of balance of Stage 1.
- Focus on completing stage 1 design – track design to be simplified (Melbourne style mass concrete), outside of Mall and other high amenity areas.
- Engagement with owners/occupiers around route – issues including loss of car parking, timing and potential disruption of road closures etc. – work in progress
- Formal procedures to obtain approval to use reserve area outside old High St Post Office and to reverse traffic flow in Poplar St - also work in progress

Milestone 15:
City Mall Completed and "Opened" – Dec. 09



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Horse tram ran during the week prior to Xmas – very successfully

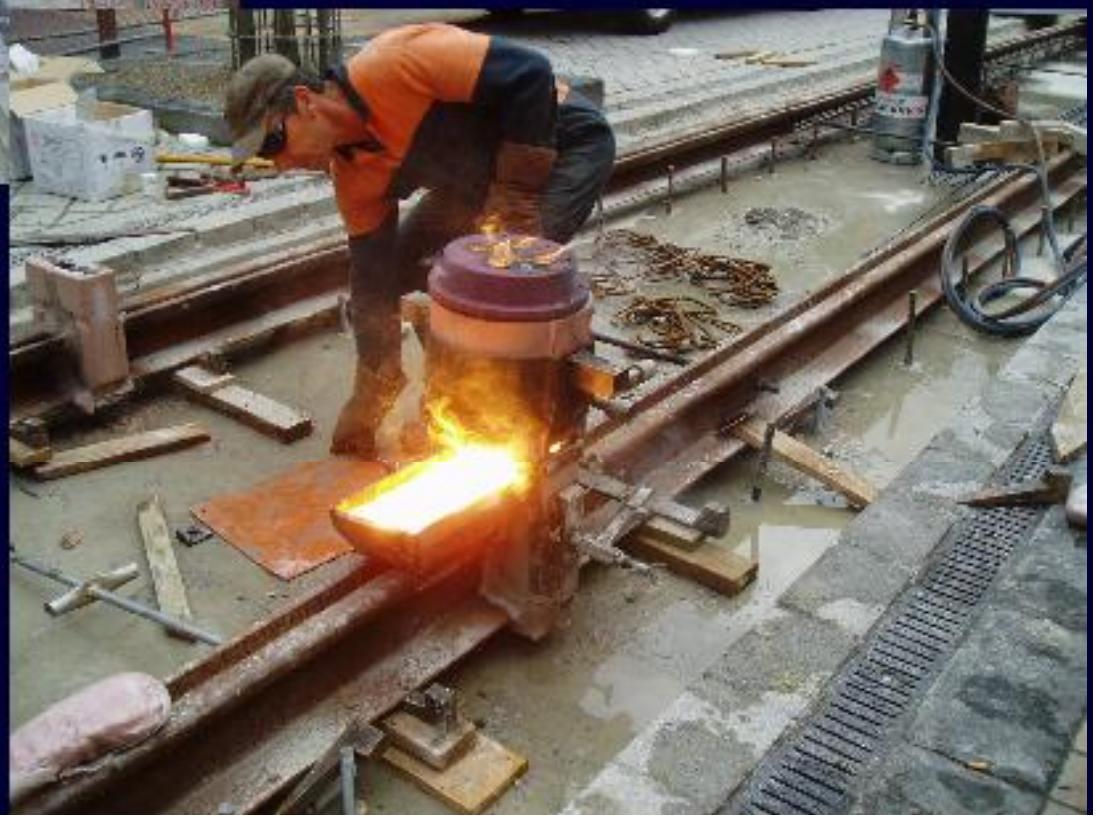
Milestone 16:
High Street Mall Revisited – Jan-March 2010



Pavers (on sand) lifted

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Rail placed and thermit welded



Concreting of tracks







Pavers re-instated, this time fixed to rigid (concrete) base



Thursday



Track installed across Hereford St into Cathedral Square – Easter 2010



Saturday



Friday



Sunday

Monday



Milestone 17:
Tender Process for Balance of Stage 1

- Track laying contract has been limited to City Mall area
- Registration of Interest process followed by invitation to tender. Tenders closed 24 March.
- Downer EDI Works (current contractor) and Coleman Rail/CItyCare
- Downer appointed - under way from June
- Design change – mass concrete, RI 57A rail
- Work on two “fronts” - Oxford Tce and High St

Milestone 18: Design change – mass concrete, RI57A rail







Balance of Stage 1 Work under way

- Tender let to Downer and work under way in Oxford Tce – 8 June, and High St – 12 July 2010
- Council decision against parking lane track alignment in Lichfield Street – 24 June
- Council decision adopting CPIT route for Stage 2 - 24 June
- Council decision due for Tuam St reserve (23 Sept)
- Resource consent processed for Cathedral Sq (heritage area)

Oxford Terrace





old tram rail and base





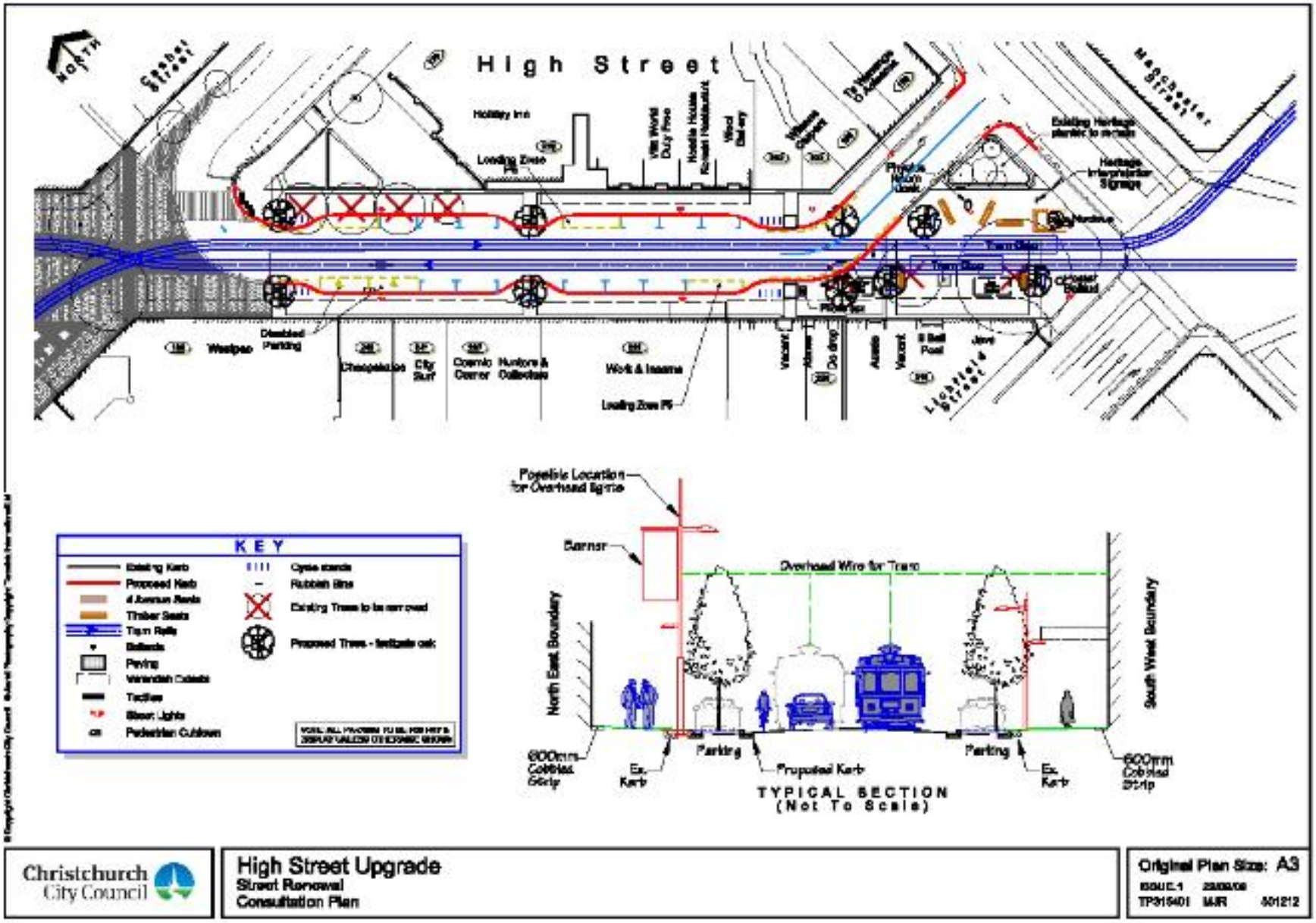
Site concrete & rail welding



26 June 2010

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High St – Cashel to Lichfield



Christchurch City Council

High Street Upgrade
Street Renewal
Consultation Plan

Original Plan Size: A3
ISSUE 1 28/03/08
TP315401 MR 401212





12 July 2010

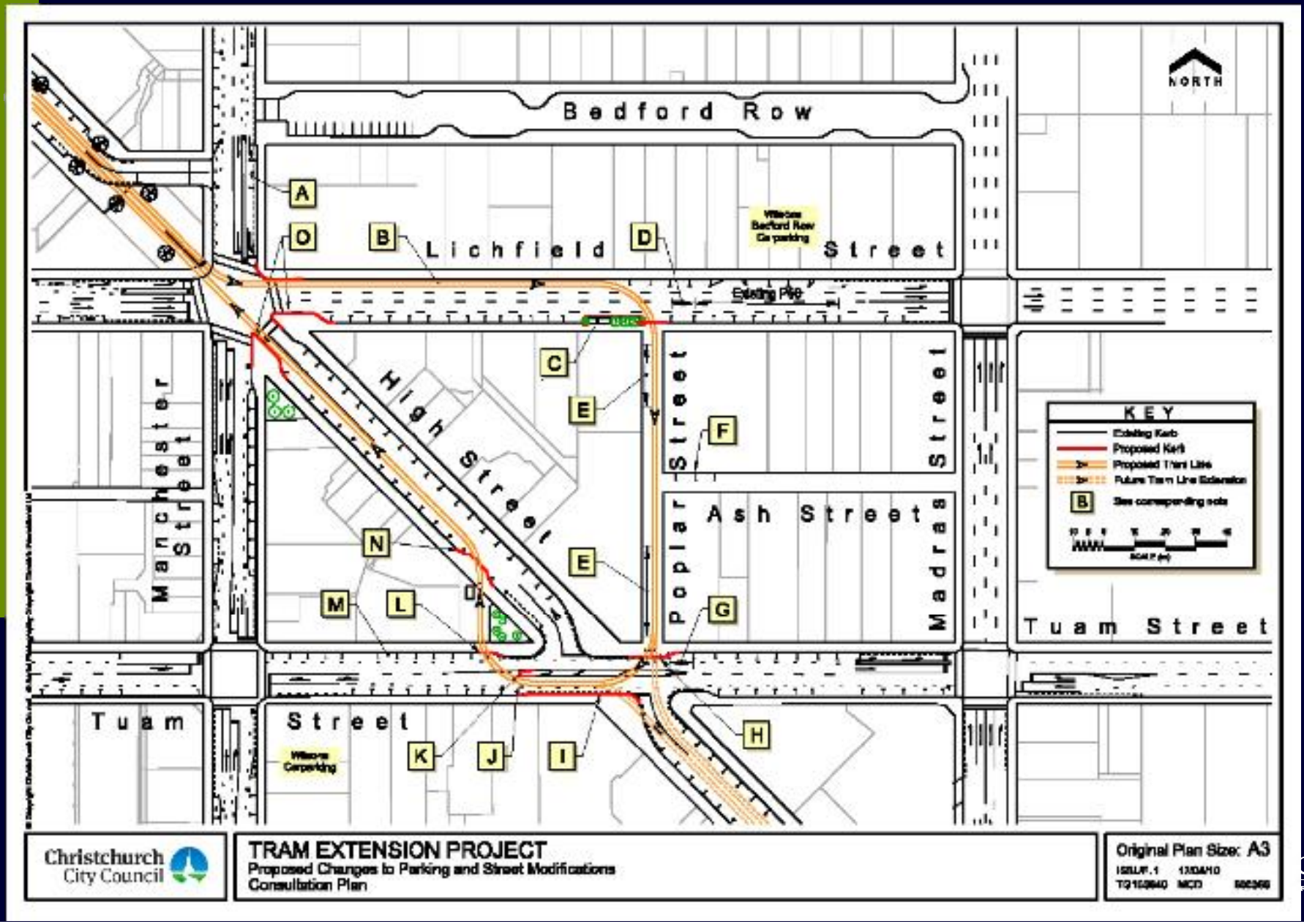







PAINT IT ALL BLACK

Lichfield- -Poplar-Tuam parking and other changes



Key features of this proposal

Please see plan overleaf for location references of the following items:

(A) Proposed new P5 and mobility car park on Manchester Street.

(B) Lichfield Street (northern side): It is proposed that the tram will run in the existing parking lane. This requires the removal of parking spaces between Manchester Street and Poplar Street. The project team considered six alternative tram alignments which were discussed with a representative group of property owners. Two independent safety auditors advise that the option of running the tram in the live traffic lane is unacceptable and presents significant safety issues.

(C) Lichfield Street (northern side): proposed removal of three P60 parking spaces to allow creation of a new kerb build-out / outdoor dining proposal.

(D) Lichfield Street (northern side): proposed removal of one P60 parking space to create a 9m goods vehicle only space to service surrounding businesses.

(E) Proposed removal of existing parking spaces in Poplar Street. This is required to provide a safer environment for the tram and pedestrians.

(F) Proposed creation of one additional P5 parking space in Ash Street.

(G) Retain existing P10 parking space on Tuam Street for short term parking or loading.

(I) Proposed reduction of the northern kerb line on Tuam Street to create a safer environment for both tram and cyclists.

(J) Proposed removal of one P60 parking space on the south side of Tuam Street to allow for the overhang of the back of the tram as it crosses Tuam Street.

(K) Proposed reduction in size of the central pedestrian island in Tuam Street.

(L) Proposed removal of one P10 parking space on the north side of Tuam Street. This is required to allow the tram to turn on to the reserve area, adjacent to Alice in Videoland.

(M) Proposed change in designation of these two parking spaces from P60 to P10.

(N) Proposed new kerb build out at High Street and subsequent removal of two parking spaces. This is required to provide a safe environment for pedestrians when the tram turns left into High Street.

(O) Proposed kerb build outs at High Street (intersection of High, Lichfield and Manchester Streets). This is to enhance pedestrian movements at this intersection. Note: the present left turn from High Street, south into Manchester Street will be removed.





haveyoursay
www.ccc.govt.nz/haveyoursay

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Phone 03 941 8355
Mobile 0274 389 598
Email christine.toner@ccc.govt.nz

Please Have your Say:

Please complete the enclosed form and return it by 5pm, Friday 30 April 2010

Have your say — *April 2010*

Christchurch City Council

Tram Extension Project
Proposed Changes to Parking and Street Modifications

Lichfield Street east of High Street, Poplar Street, Tuam Street between Poplar Street and High Street, and High Street from Tuam Street to Lichfield Street

Christchurch City Council

Proposed parking and street changes

The Christchurch City Council signed off Stage One of the tram extension project in the 2009/19 LTCCP, and are we now able to provide you with information about proposed changes to existing on-street parking in Lichfield Street, Poplar Street, Tuam Street and High Street and other street changes needed for the tram route. The proposed changes are shown in the plan diagram overleaf.

This part of the tramline extension also requires the Council to grant itself an easement over approximately 80 square metres of the High/Tuam Street Corner Triangle Reserve in which to place tram tracks, a stop sign, a tram stop and and overhead wires to enable the tram to travel across the reserve.

The easement process is separate from this consultation process and tuherefore specific to this easement must be made separately. Information about the easement can be requested from Christine Toner (contact details below).





What you can influence in this project:

The proposed concept plan in this document is NOT finalised or detailed, and is presented as part of our consultation process. The parking changes have been designed within the constraints of engineering best practice, available budgets and safety parameters.

As such there is very little that can be changed. However, we are interested to hear your comment on this proposal. Your views will be taken into account in the development of a final recommended plan which will be presented to the Christchurch City Council for approval later this year. At this stage it is anticipated that the Council will consider the final proposal at its June 2010 meeting, and that construction will commence during the winter.

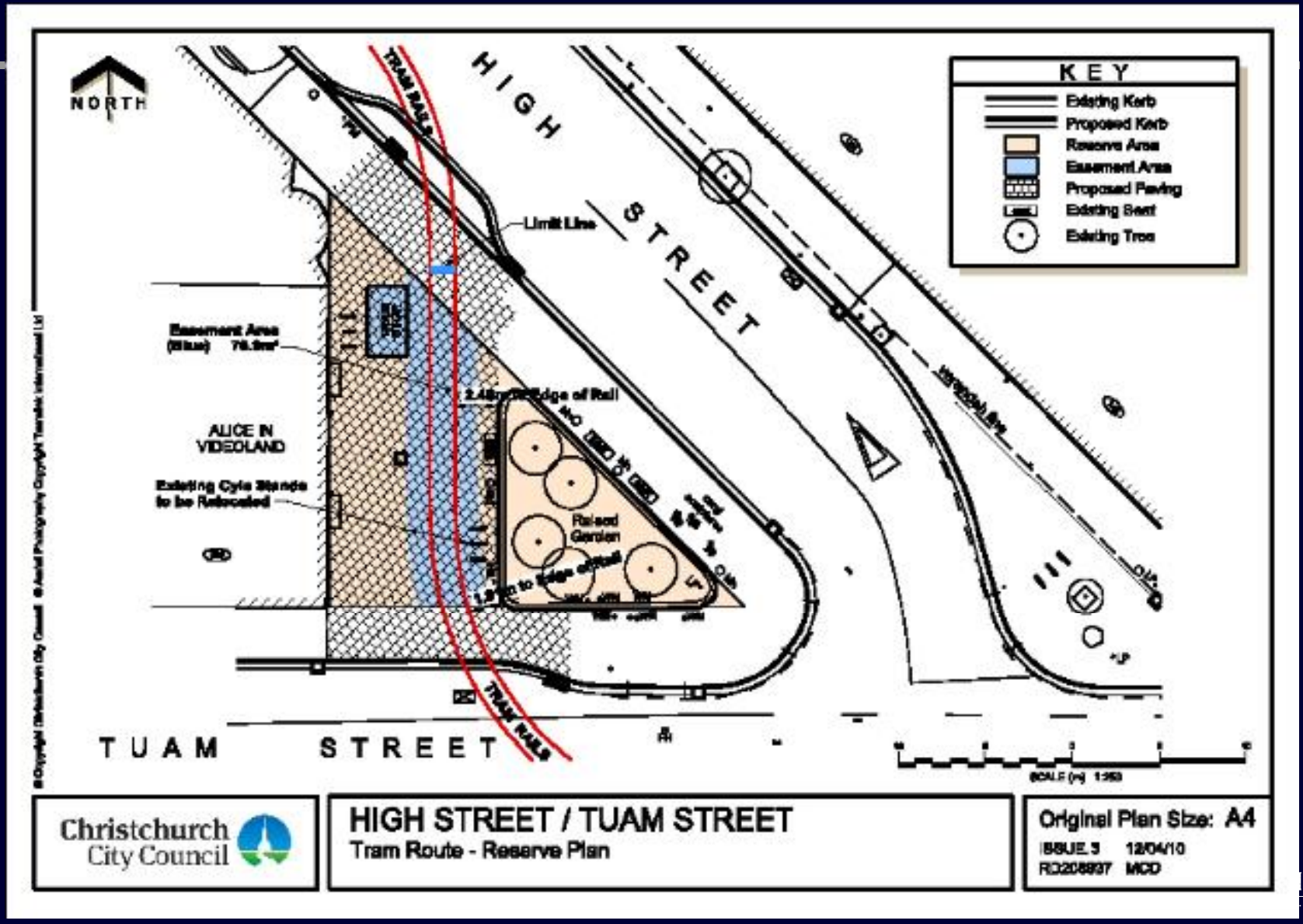
haveyoursay
www.ccc.govt.nz/haveyoursay

Your response must arrive by 5 pm, Friday 30 April 2010

You can comment by:

- Returning the enclosed freepost form,
- Visiting the Christchurch City Council's 'Have your say' website: www.ccc.govt.nz/haveyoursay
- Emailing Christine Toner, Consultation Leader – Transport, Christchurch City Council Christine.Toner@ccc.govt.nz
- Phone: (03) 941-8355

Tuam Street Reserve Issue



Poplar Street






Nº 8
Walk this way
Christchurch Tram Extension Project
Businesses open as usual during construction

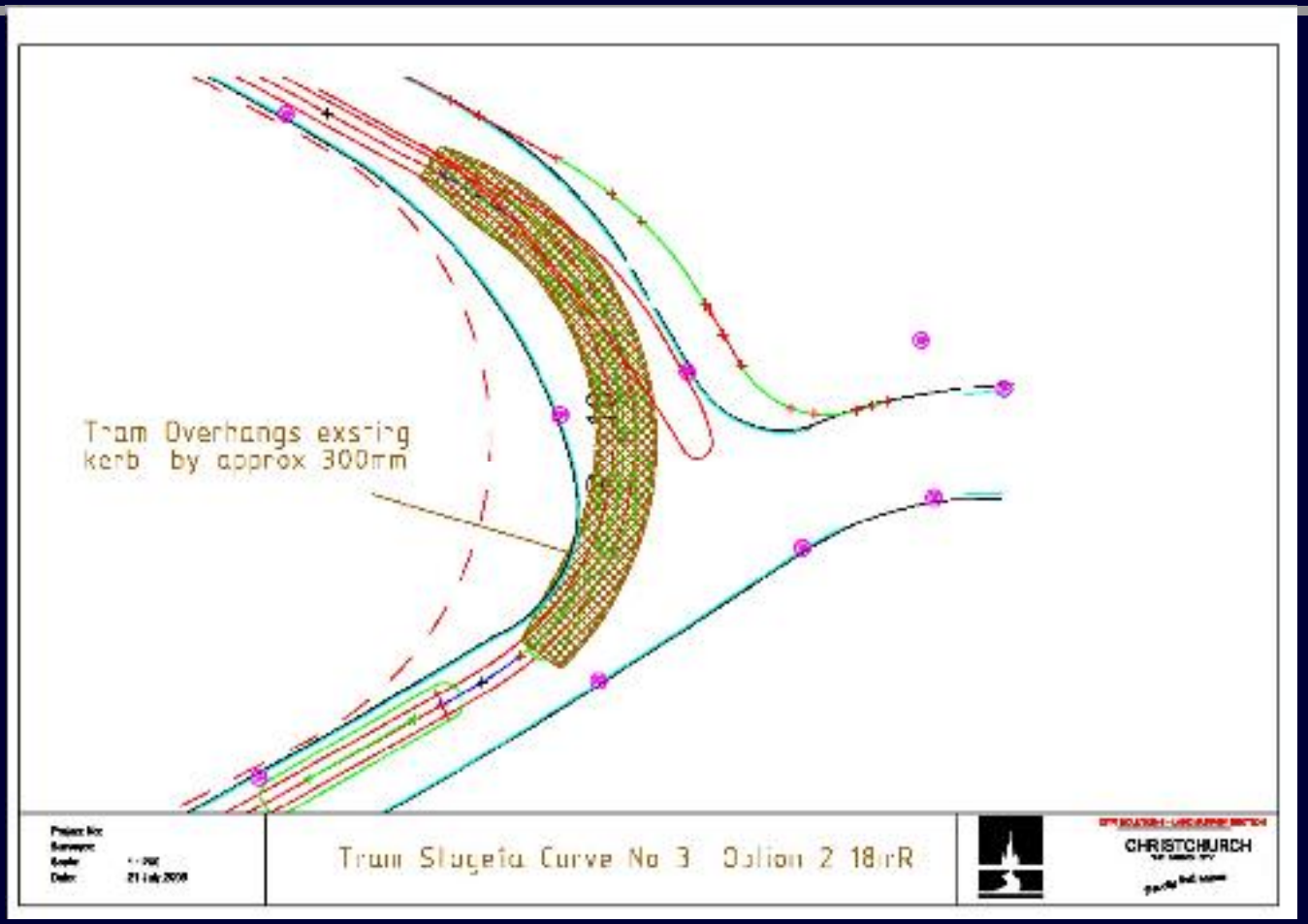
Milestone 19: Cathedral Square Issues







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Milestone 20:
CTL/Ferrymead Partnerships Confirmed

- Negotiations concluded with ChCh Tramway Ltd for extension of contract to operate on the extension and for the provision of additional trams and storage
- Extended leases also signed with Ferrymead for continued use of heritage vehicles (30 years)
- CTL and Ferrymead have agreed to jointly restore a former Invercargill tram as the first of the extended fleet. Work under way and due for completion early next year.









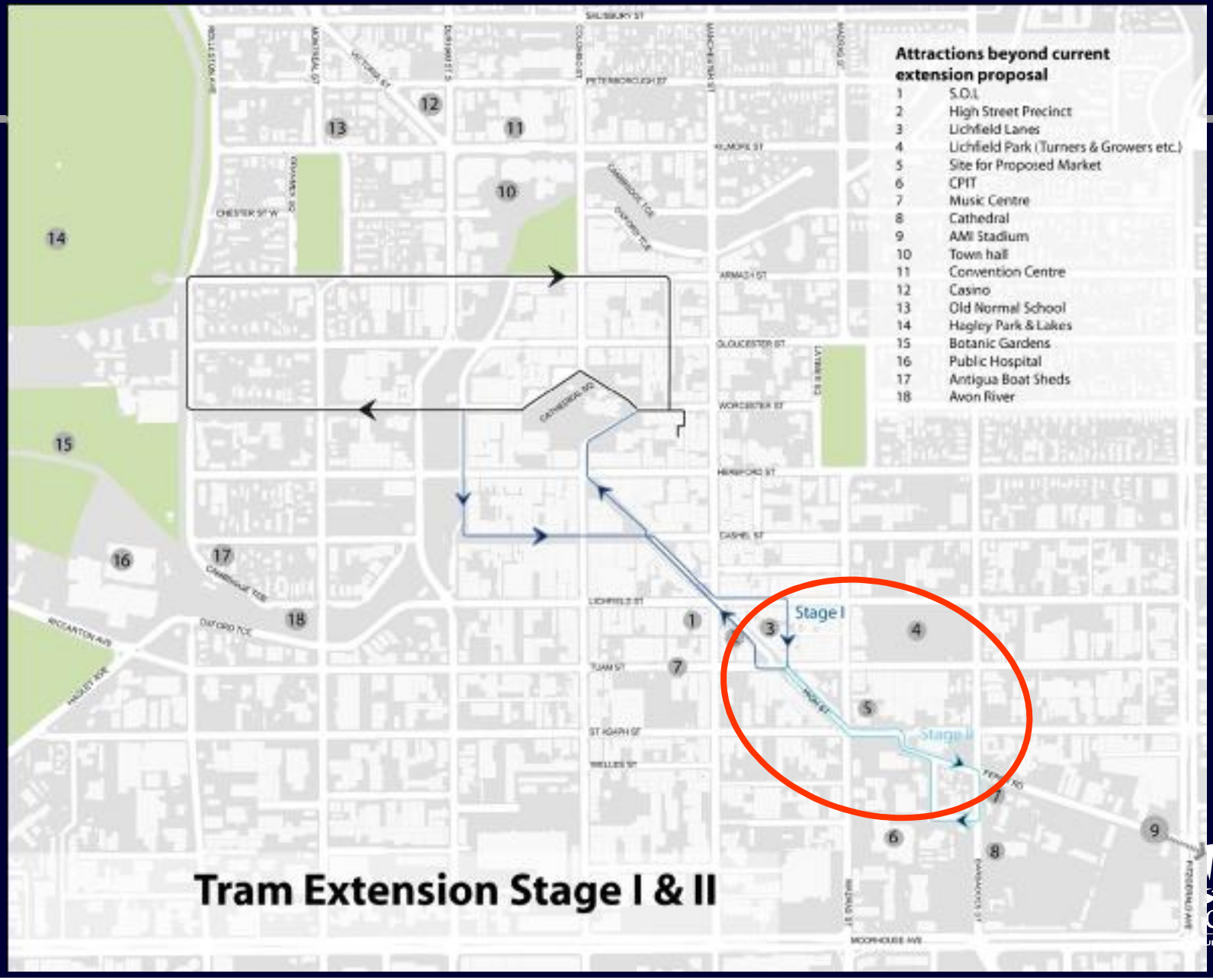




Birney (replica) seats and other parts from Australia

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Milestone 21: Stage 2 - Route confirmation

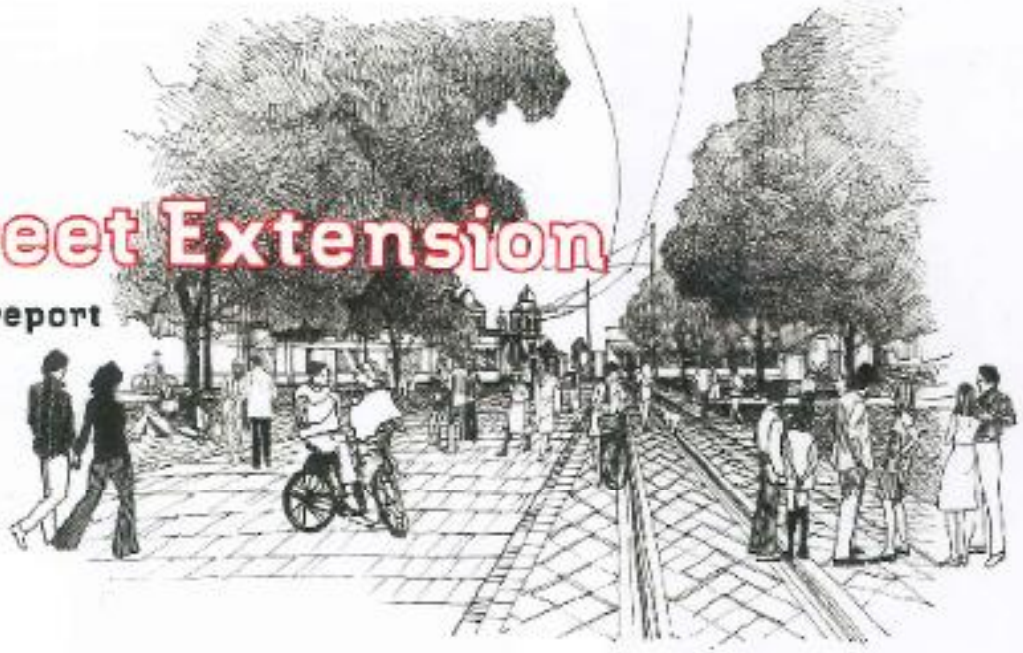


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CPIT

High Street Extension

Landscape concept report



August 2009

CPIT

Jasmax



Treatment of High St Extension to feature elements that are continuous with the High St upgrade. Re-furnish with multi poles to de-clutter i.e. signals, signage and cameras on single pole

Form the entry to CPIT campus with tiled grass planter inclusive of Wilsons Reserve

Approx site for future CCC/CPIT funded public art work

Low wide High Street Extension with high quality paving and furnishings including lighting and reticulation. Pedestrian priority surface to accommodate trams and emergency service vehicles

Raised lawn – 150mm high with low wide edges to accommodate timber seating and platforms

CPIT Campus – social spaces for spill out and events with raised areas, raised lawns and furnishings

CCC Stadium walk

Visitor Station Centre with Market Alley and Waterplay

Pavilion Restaurant with overhead canopy

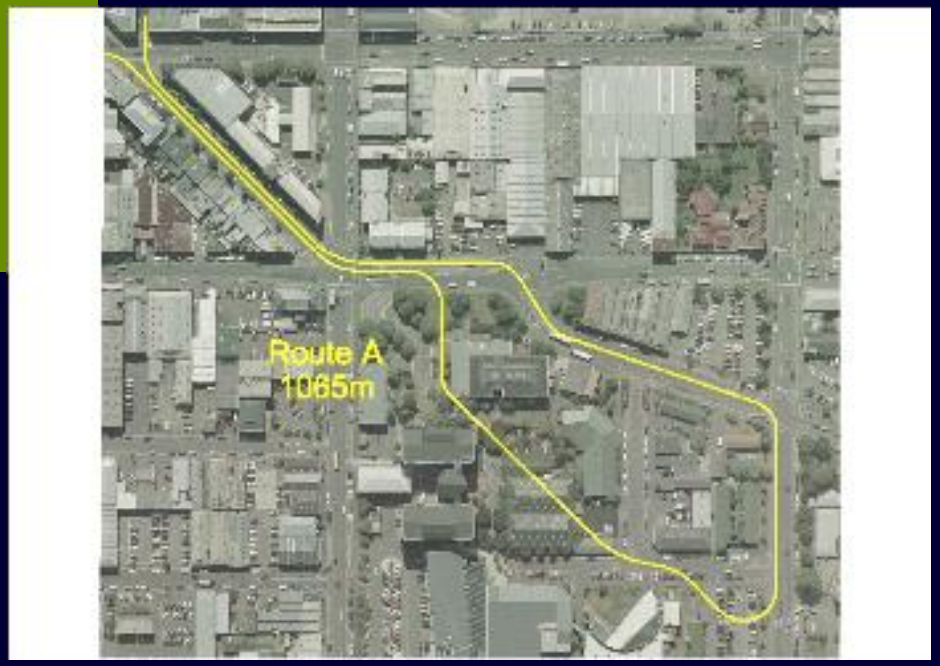
Grassy reserve for viewing of Pavilion

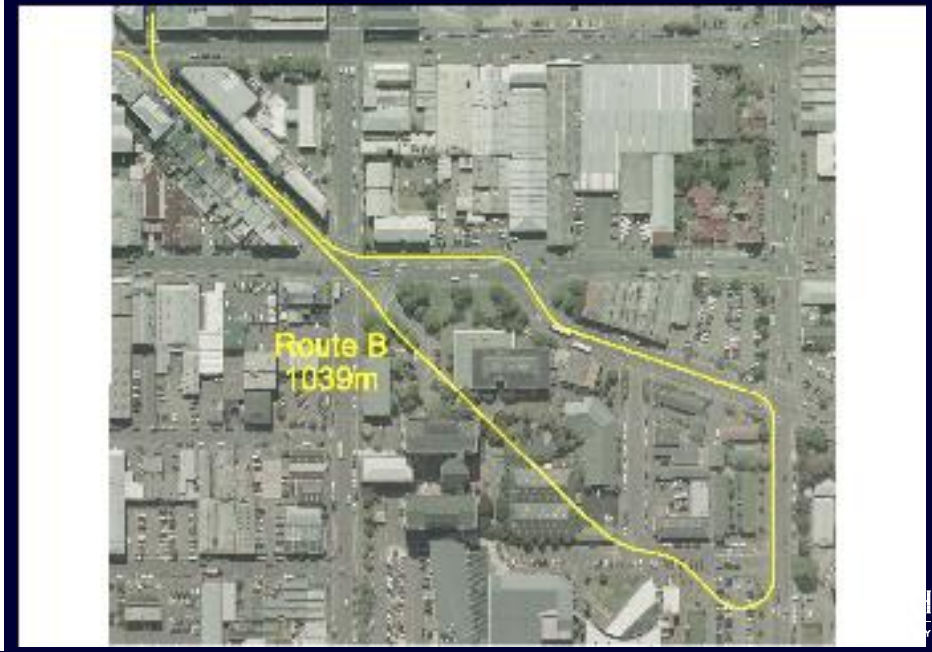
CPIT - HIGH STREET EXTENSION
LANDSCAPE CONCEPT REPORT

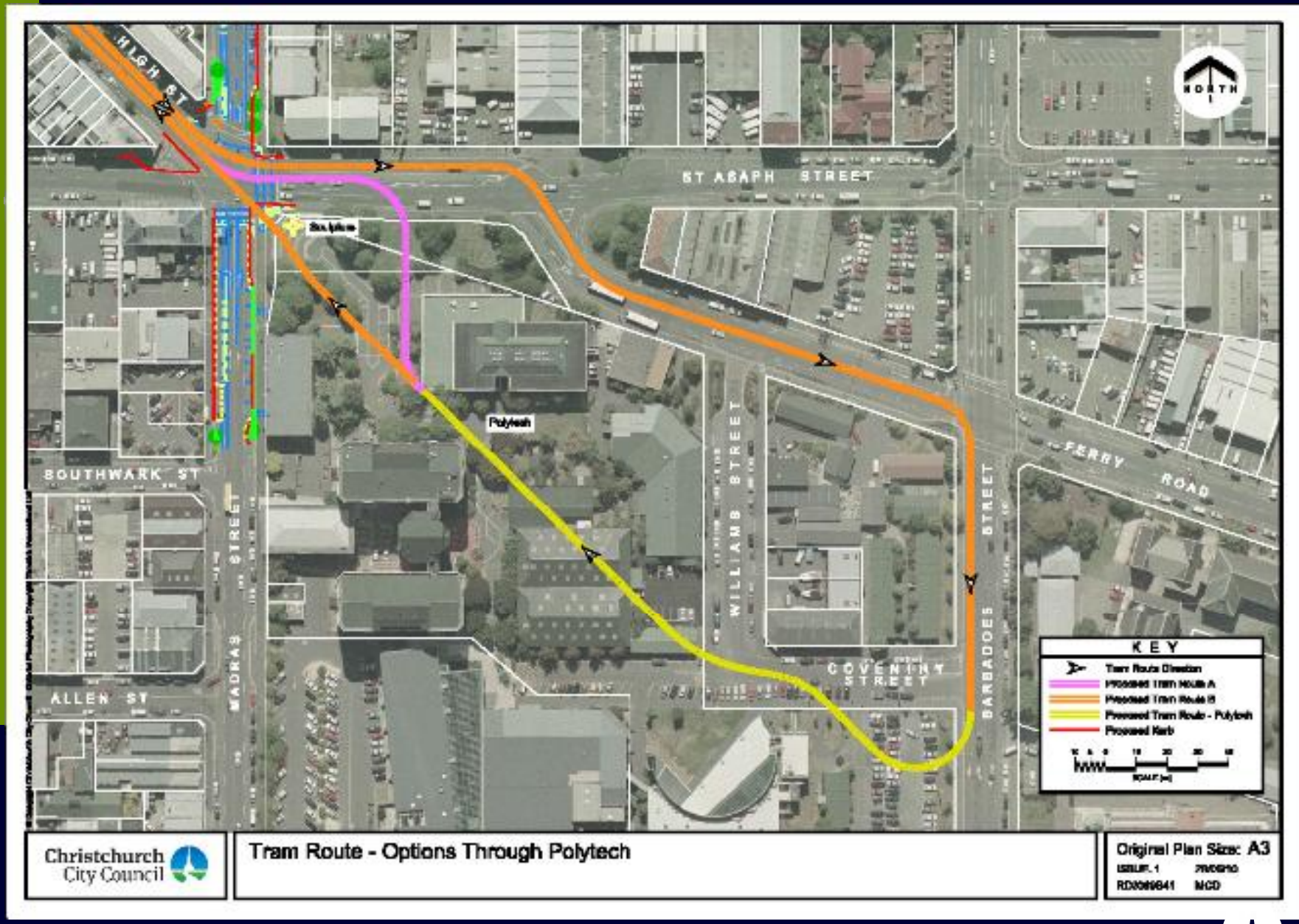
15

SCALE @ A3: 1:1250


Non Polytech
1058m

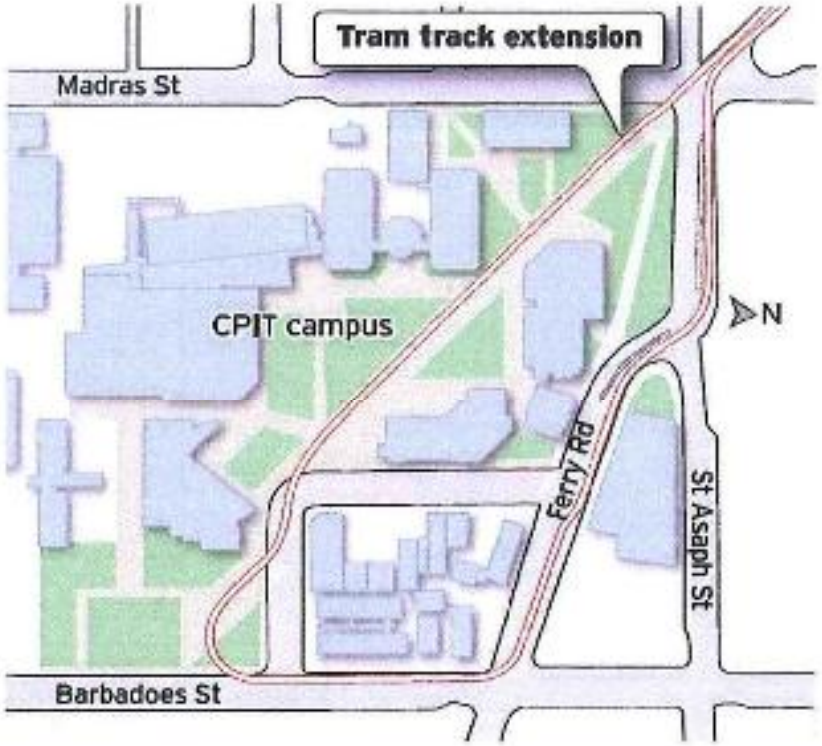

Route A
1065m


Route B
1039m



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Tram may go through polytechnic



Sam Sachdeva

Running tram lines through the Christchurch Polytechnic Institute of Technology (CPIT) would help revitalise the city centre, the Christchurch City Council says.

Councillors yesterday voted on the location of the second stage of its tram extension.

Under the proposal, the return leg of the tram route will run through the polytechnic campus, rather than looping around Barbadoes, Coventry and Williams streets as originally planned.

Council strategy and planning manager Mike Theelen said the plan came from a "happy coincidence of ideas" between the council and the polytechnic.

"We had always identified [the polytechnic] as a major potential node for the tram and then we found out that they were in favour of it too," he said.

Theelen said there was evidence that links with educational institutions and the young people studying there were a key part of inner-city vibrancy, he said.

Polytechnic chairwoman Jenn Bestwick said the proposal would support campus plans to become a more significant part of the city.

The tram extension and a public walkway would "bring back a sense of vibrancy" to the area, she said.

Bestwick said the plans would affect several campus buildings, with work already under way to clear an area for the tram.

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Possible tram shed site



Boon & Co.

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Milestones Still to be Achieved

- Finalising of construction programme, taking into account the needs of stakeholders around the route (not at busy times of year!)
- Completion of stage 1 in time for Rugby World Cup, and within budget
- Agreement to be concluded with CPIT about re-routing of return leg of Stage 2 through CPIT site as part of their “High Street Extension” concept
- Acquisition of site for second tram shed (current shed full and not practical to expand) to be funded by CTL
- Sourcing of sufficient trams for both stage 1 and 2 (4-5 needed to maintain current 10 minute headways)

Footnote: EARTHQUAKE!!!

Saturday 4 September at 0435

- Totally unexpected 7.1 magnitude earthquake hits Canterbury
- Present tramway and extension works undamaged
- Relatively little damage to buildings on existing route – no overhead building attachments affected
- Work on extension ceased – contractor diverted to essential works



New “front” opened in Oxford Tce



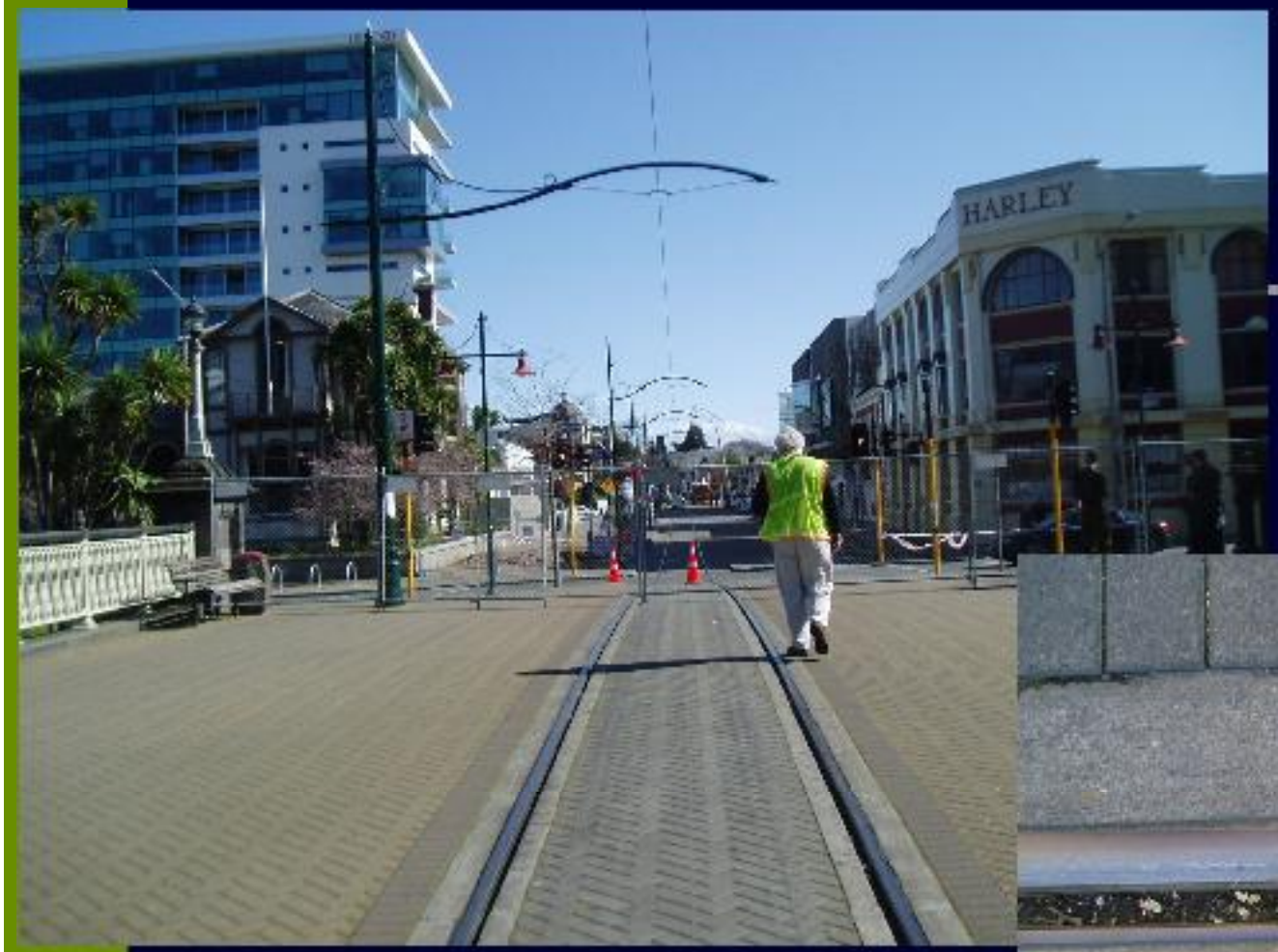
Friday 3 September



No damage – but no more progress!

Tuesday 14 September





Track inspection after first quake



One small crack on rail head

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ChCh Tramway loses group marketing office

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Tram damage!



Just a gentle kiss from W2 244!

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Crack on façade of Clarendon



Arts Centre – temporary repairs

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Old Girls' High, Cranmer Sq – façade damage

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Tram Extension Progress Update

Wed 15 September

- *"The tram project is temporarily suspended whilst the Capital Programme is reviewed. I will advise project status as soon as I know myself."* - Matt Cummins, Project Manager

- Public meeting held with Council, organised by Central City Business Association. One of the questions asked - "tram project and current upgrades – are they to be finished, and if so when? - Assurance from Mayor that tram will be finished – in time !

- But there an election due on 9 October!

Possible Scenarios

- Project stopped indefinitely (this would suit the political faction supporting the alternative mayoral candidate, but would greatly concern retailers/tourism interests, including CTL and tram fraternity.
- Project resumes in a few weeks but Stage 1 not complete in time for RWC
- Project resumes and fast tracked to be ready - used as a symbol of ChCh recovery.
- Stage 2 cancelled/deferred indefinitely - political push for this?
- Stage 2 re-confirmed, but slowed down??

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Watch this space!

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Postscript 1 : the Valley Inn - the pub with no beer



Tues 8 Sept

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Postscript 2 : the Valley Inn - the beer with no pub !



Sat 11 Sept

The End

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