

# Proposal for the Extension of the Tram Route

## Submission Form

### PLEASE READ BEFORE COMPLETING YOUR SUBMISSION

The public consultation period is from Monday 31 March 2008 to Monday 21 April 2008.

It will help us if in your submission you:

- clearly state your opinion on the proposed route
- describe/outline any ideas/issues you may have
- type or use black ink for your submission.

Please note: A copy of all submissions will be available to the public and to Councillors, including the name and address of the submitter (subject to the provisions of the Local Government Official Information and Meetings Act 1987). If you consider there are compelling reasons why your contact details and/or submission should be kept confidential, you should contact the Assistant Council Secretary Kevin Roche, telephone 941 8112.

### You may send us your submission:

#### On the internet

You may enter your submission using the form provided on the Council's website at [www.ccc.govt.nz](http://www.ccc.govt.nz)

Please follow all the instructions on the website

#### By email

[consultation@ccc.govt.nz](mailto:consultation@ccc.govt.nz)  
Please make sure that your full name and address is included with your submission.

#### By mail

(no stamp is required) to:

Freepost 178  
Extension of the Tram Route  
Christchurch City Council  
PO Box 237  
Christchurch

### No anonymous submissions will be accepted.

Whether you use this form or not, you must provide your full name, address and telephone number. If you are submitting on behalf of an organisation, please state this and your role within that organisation.

Submissions must be received (NOT postmarked) at the Tuam Street Civic Offices no later than 5pm on Monday 21 April 2008. To ensure receipt, hand deliver last-minute submissions to the Civic Offices, 163-173 Tuam Street.

### Your submission

If you wish, you can present your submission at a hearing. If that is the case, please tick the appropriate box below. Five to ten minutes will be allocated for speaking to your submission, including time for questions from the Councillors. The Council will confirm the date and time of your hearing in writing, by email or by telephone call.

Tick one  I do NOT wish to discuss my submission at the hearing, and ask that this written submission be considered OR  I wish to discuss the main points in my written submission at the hearings

Are you completing this submission:  For yourself  On behalf of a group or organisation

If you are representing a group or organisation, how many people do you represent?

Your Name

W.P. WRIGHT

Organisation name (if applicable)

FERRYMEAD RESIDENTS GROUP

Organisation role (if applicable)

Contact Address

'FERRYMEAD' 285 BRIDLE PATH RD, HEATHCOTE VALLEY  
CHRISTCHURCH

Phone No (day)

027 6122 885

Phone No (evening)

027 6122 885

Email (if applicable)

Signature

*W.P. Wright*

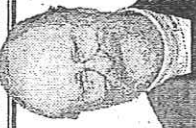
Date

20 APRIL 08





# Owen



# McShane

## Light rail reaches end of track

Just last July, the Queensland government cancelled the half-built Brisbane Light Rail Project because of massive cost overruns and because the street works were causing too much congestion.

This light rail scheme received an award from the Australian Institute of Engineers for the "Planning and Preliminary Impact Assessment Study" as well as two awards for "Excellence in

Public Consultation." This is a timely rider that public support is no guarantee of success. Everyone wants public transport so other people will use it.

Auckland City's councillors voted not to build the Eastern Highway as part of their pro-public transport campaign. Cr David Hay then proposed a motion that councillors replace their car mileage allowance with books of bus tickets. The motion was defeated. He was not surprised.

Owen McShane welcomes comment at [mcshane@reun.net.nz](mailto:mcshane@reun.net.nz).

## Lessons we should learn as billions go down train-drain

Urban passenger trains can work when they link two major generators. A shuttle up and down a main street or a CBD/airport link should work quite well.

Alas, the track record is not too good.

The tram running up and down the main streets of Christchurch may entertain the tourists but the ratepayers are not amused.

This mini-foley has lost about \$20,000 a week. Construction costs were twice the estimates, while ridership is only a quarter of the projection.

Sydney's rail link from the CBD to the airport gave great pleasure to Olympic visitors, but today the taxpayers aren't so happy.

Six months after opening, this grand folly has just folded.

About a billion dollars have gone down the train-drain.

Ten years ago, then-transport minister Bruce Baird announced his grand vision for a 10km link from Sydney's CBD to the airport.

He promised this would be a private venture and wouldn't cost taxpayers a cent.

Eighteen months later Mr Baird modified his vision. The government would contribute \$A60 million to the public/private joint venture. Two years later the government put up \$A470 million toward the total \$A600 million cost.

These cost increases were justified by numerous "spin-off" benefits, including that hoary favourite savings from "urban consolidation," which is planner-speak for crowding and congestion.

As always, the projections of cost and use were wildly wrong. The officials projected 48,000 riders a day from opening day. The real world delivered only 12,000 a day.

My rule of thumb is rail promoters always over-estimate patronage by a factor of four and under-estimate capital costs by a factor of two.

The last shortfall of \$A200 million was financed by debt from National Australia Bank. Now it wants its money back and is prepared to sue.

First, it'll need to find someone who is accountable - which won't be easy.

Before we spend anything on our own Casey Jones follies we should make sure there's a board of governance whose CEO has a sign on the desk that says: "The buck stops here."

# Owen McShane



## Helen Clark has got it right about railroading councils

Helen Clark has told the councillors of Auckland they should get over their train fetish.

Waitakere City Mayor Bob Harvey, chairman of the Mayoral Forum, says this is unfair because all the forum's plans include a role for buses as well as trains.

This may be true.

But has Mayor Harvey been talking to Auckland City's mayor, Christine Fletcher?

Her council has decided light and heavy rail are acceptable modes of transport for the rail corridor between downtown Auckland and Mt Eden.

However, Cr Catherine Harland, chairwoman of Auckland City's transport and roading committee, has announced that busways will not be considered. Of course, when Auckland City makes this decision, it does so for the whole region. That's a hell of a way to run a railroad.

Needless to say, this deci-

cantly cheaper to operate than light or heavy rail.

Why do these promoters of public transport prefer trains over buses?

Simple really.

The men are probably fascinated by the idea of big shiny tubes plunging into deep dark tunnels.

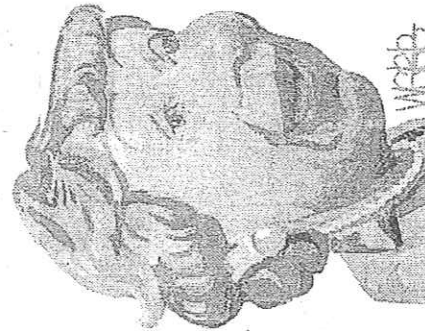
But, for all those who want to push us around, buses have a grievous fault. They need a comprehensive roading network to operate effectively.

Good roads are good for cars - and cars promote personal freedom and autonomy.

Trains, on the other hand, run on fixed railway lines and planners decide where these lines and the nodes shall be. A train city is a planned city.

Trains also waste billions of dollars and keep the people poor.

Poor people are easier to push around. It's called "integrated planning."



**POOR PUBLIC:** Christine Fletcher's council has ruled out buses for the Auckland region.

sion has not been based on any analysis of costs and revenues, or a realistic assessment of the number of passengers who might use it.

Auckland City Council's own report, prepared by Woodward Clyde last June, found buses were not only feasible on the corridor but were signifi-

# Bold visionary project looks like Incis Mk II

Remember Incis? If you don't, you're doomed to relive it.

Incis was the police's "bold visionary project" to develop a super computer network.

It failed - and the government wrote off \$68 million. This dreadful waste caused much wailing and gnashing of teeth. The government set up an inquiry to find out what went wrong and what lessons could be learned.

The report spoke much sense. Wise ministers of the Crown proclaimed: "This must never happen again."

They had better move quickly because Incis number two is already under way.

Auckland's politicians have come up with a "bold strategic vision" to build a so-called "rapid transit" system to cure naughty Aucklanders of their addiction to motor cars.

This grand folly, driven by some Casey Jones fantasy, will cost a billion dollars or so by the time it's finished.

Already it shows the fatal flaws of Incis. Some of the key recommendations of the

trams on fixed lines don't and won't.

□ Any conflict or dispute that adversely affects the project must be addressed promptly and in an effective way.

Those with skill in transport engineering and urban economics oppose the rail systems. Their recommendations are rejected by a bunch of cheer-leaders who want to spend money on trains. The "expert advisers" are central planners who hate motor cars because they promote freedom and make planning difficult.

□ To maximise the prospects of success, a project needs to have tight and effective management.

There isn't any, and won't be.

□ The procedure for making application for approval of the cabinet or minister should be strengthened and made more rigorous to ensure that cabinet and ministers receive sound information and appreciate the risks of the project.

We can only hope.

(1) The proposal is not a rapid transit system. San Francisco's Bart is a rapid transit system. Trams and heavy rail don't make it.

Incis report, with my commentary, are:

□ Appropriate governance and management structures should be in place.

There is no governance or management structure. When the Casey Jones Folly goes belly-up, who will we blame? Which organisation? Which officers? Who will we sue?

□ Technology needs to be firmly fixed at the time of contract.

Auckland's councils want to purchase rail corridors for over \$100 million without knowing what technology will provide the service.

□ The business case should reflect overall business strategy and should address technology resources and risks as well as financial issues.

No one has prepared a business case. The pontifications and assertions made by the councils refuse to address the choice of technologies, the risks and the financial issues.

□ Projects should normally use proven technology.

Cars, buses and taxis, using modern roading networks, work. Trains and