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 - Green tracking and integrated depots with green tech apartments and city centre scapes
- Summary



Our Two Groups



Auckland City Centre Resident's group

We look to cooperate and engage with other Auckland City centre organisations having similar objectives

Our aim is to work to improve the livability of the city

The purpose of the Auckland dockline tram is to fulfill the democratic mandate of the original 2011 Auckland waterfront plan and the existing City Centre Masterplan 2020 for an integrated light rail vision between Britomart transport centre and Wynyard quarter

the current infrastructure exists with this purpose in mind. The final 600metres will make it whole

The 'Keep The Auckland dockline tram running' Group has several thousand supporters including several hundred designated 1010 Auckland postcode

The Dockline tram current infrastructure cost \$8.1 Million (circa 2011)

state of the art tram shed

heritage trams

rail and catenary

Fully operational Commercial Rail License

The heritage trams themselves are forged from steel and brass alloys mined from iron ore and copper over 100 years ago from Mother Earth herself and manufactured from the muscles, nerves and sinews of the labour of working men and women long in the past.

Such operational asset and resource, such ancestral effort should never be disregarded as the most appropriate and useful technology in contemporary times

The Dockline tram connecting Britomart and Wynyard offers

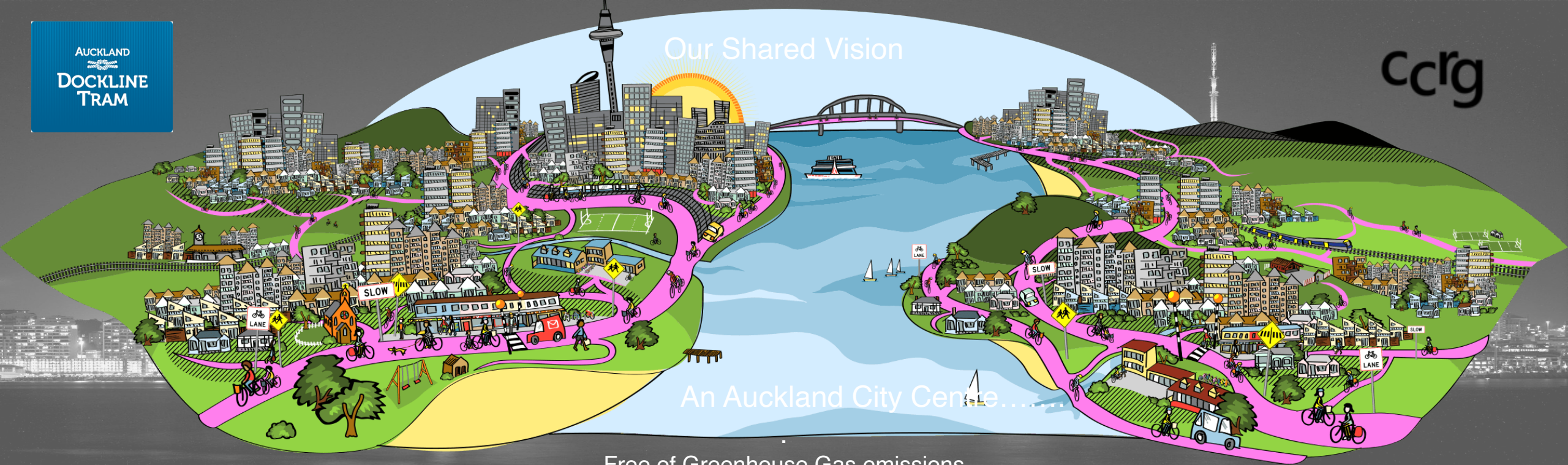
improved city centre transit (*increased speed and frequency*), adding to city centre attraction; enhancing the city's heritage and culture, environmentally friendly method of mass public transit, improved transport *efficiency especially in urban high density environments (carries the highest passengers per hour of any land transport mode)*, meeting the public mandate, post COVID City centre regeneration, improved safety on city streets (*the mode is proven to suffer the least injuries or accidents of any transport mode*), reduced congestion; increased joy of travel, job creation (*connecting hubs*), commuter friendly (*hop on hop off – Hop Card*) and finally and importantly fiscally prudent (asset is in place and economic cost benefit ratio far greater than 1 [flow engineering cost benefit report].)

The current infrastructure can accommodate both modern rapid light rail rolling stock and heritage rolling stock

What is the Auckland dockline tram
RIDE THE TRAM



<https://www.theaucklanddocklinetram.nz/>



An Auckland City Centre...

Free of Greenhouse Gas emissions

With green spaces and market gardens

and vibrant arts, culture and heritage attractions

and delicious and vital hospitality establishments

and beautiful residences mixed soulfully between modern and heritage

and humming business sectors with cool offices

And multiple districts with efficient point to point flows for all using
appropriate technology – young or old, able or less able, light or heavy
goods laden, during sunny or inclement weather

UNCONGESTED.....SAFE.....ALIVE

City Centre

Masterplan 2020

Outcome A4E – Access for everyone

“Underpinning and potentially enabling much of the CCMP 2020 is [Access For Everyone](#) (A4E), a coordinated response that manages Auckland's city centre transport needs by:

*limiting motorised through-traffic
prioritising access to city centre destinations
creating new spaces
improving access for servicing, freight and delivery
favouring public transport, walking and cycling.”*

source <https://www.ccr.org.nz/city-centre-advisory-board>

City Centre

Masterplan 2020

Outcome 8 – Transformational Harbour edge stich

“The vision is for a waterfront that is a world-class destination, that excites the senses”

“It will unite the city centre and waterfront through regeneration, public realm improvements and the development of new mixed-use destinations”

City Centre Masterplan 2020





Outcome 8 – Transformational Harbour edge stitch



City Centre

Masterplan 2020

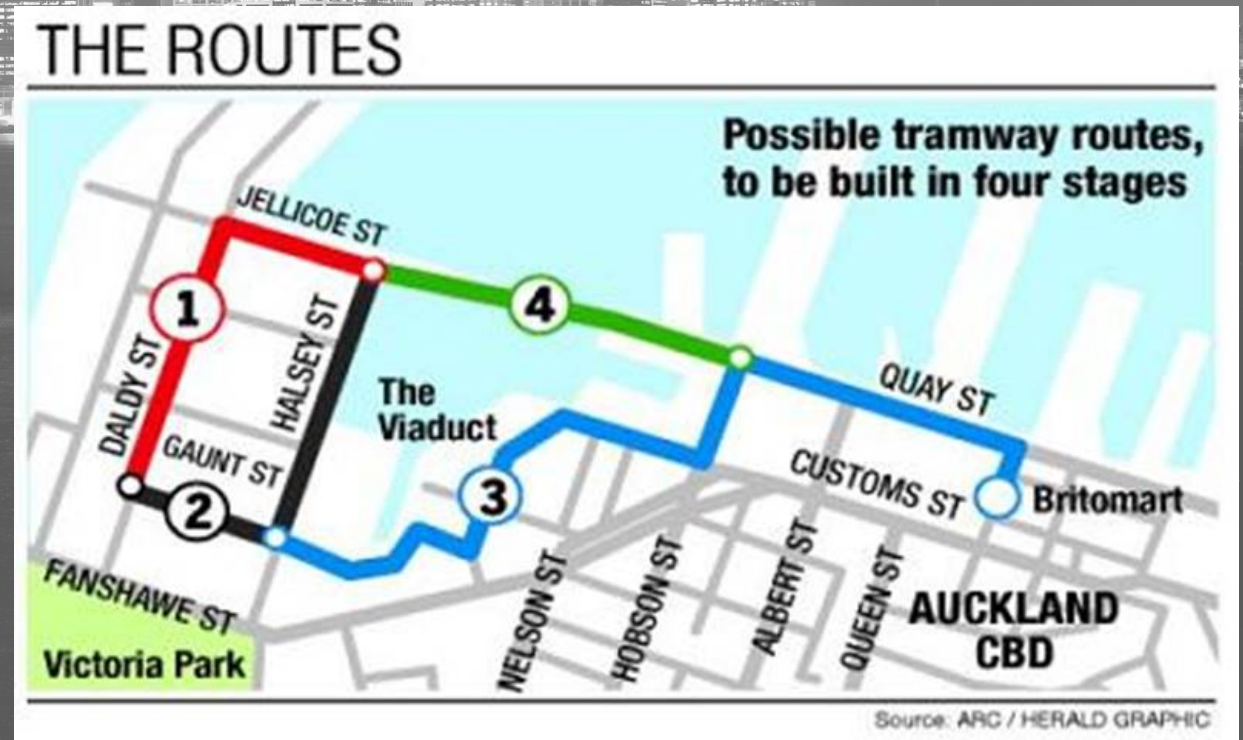
Outcome 8 – Transformational Harbour edge stich

The best comparison of a similar sized city is **San Francisco and the F and E Streetcar lines** which pass the Fisherman's and Alcatraz wharfs to the CBD. This was part of San Francisco's rejuvenation after the 1989 earthquake which toppled the elevated freeway which was on the waterfront.

The San Francisco E & F lines from Market Street to Fisherman's Wharf or Market Street to The Giants Stadium.

A great overlay of Commercial Bay/Queens Wharf/Britomart to Wynyard Quarter and to Quay Street/Vector and even the Auckland's Beach Road long distance railway station in the other direction.

Outcome 8 – Transformational Harbour edge stitch



City Centre

Masterplan 2020

Outcome 5 – Transformational Transit Oriented development

“Develop bustling hubs centered on rapid transit nodes (City Rail Link, light rail, buses and ferries) at Britomart”

“Support development of Wynyard Quarter and Quay Park / Te Tōangaroa by delivering major public transport infrastructure”

City Centre

Masterplan 2020

Outcome 5 – Transformational Transit Oriented development

“Wynyard Quarter is a mixed-use development underway on this prime piece of waterfront land. An additional 11,000 workers and 2,000 residents are expected in the precinct over the next 10 years.”

“Total city centre employment is approaching 120,000. (90,000 in 2012)”

“20,000 visitors/tourists enter the city each day”

source <https://www.ccr.org.nz/city-centre-facts>

City Centre Masterplan 2020

Outcome 8 – Transformational Harbour edge stitch

Wynyard Crossing and Te Wero - connecting Wynyard Quarter to central waterfront

“The existing Wynyard Crossing lifting bridge, built as a temporary solution for Rugby World Cup, needs to be upgraded.”

“The masterplan envisages the following:

- Replacement of the existing lifting bridge with a new permanent Wynyard Crossing that is fit for purpose”*

- “The future crossing and adjacent areas will make a positive and memorable contribution to Auckland’s city centre and waterfront.”*

and the good news.....

Our research shows the Waterfront tram connecting Wynyard to Britomart to be **eminently viable**:
OPTION 1 - TWINS

LTE Heidelberg in Germany is the **World's leading engineering company for city centre tram infrastructure** design and build. Our movement has been working together with the good people at LTE Heidelberg and has **found a possible solution to achieve the original vision**:

Our considered approach would be a **second separate bridge** across Te Wero, with strength for trams/trolleys only (< 5t axle load), **exactly parallel in touch with the existing bridge**, for which there is a sufficient gap on site, on both shores.

The new bridge would be **identical to the current bascule structure** used for pedestrians and cycles - 'Twins' if you like - in order to aesthetically fit in the best possible way with the current urban scape

Circa \$8-10 million to connect Britomart to Wynyard - the price would be the same as the 2011 structure inflation adjusted. The original structure cost \$3 million - an extra 600 metres of track would add approximately \$2million to the cost

We believe the cost benefit ratio would be exceptional 2-3+

and the good news...

OPTION 1 - TWINS

SKETCHING



and the good news...

OPTION 2 - BASCULE



Whangarei's 265 metre bascule bridge **Te Matau a Pohe** demonstrates a far better approach to delivering a viable future proofed solution for Wynyard Crossing. Costing 32 million in 2013 (35 million today). The bridge, at the entrance to the Whangarei Marina, operates in the same fashion as the current Te Wero bridge, but carries two separate lanes of pedestrian and cycling access alongside two lanes of vehicle access.

Te Matau a Pohe is 265m long. It is around 2.5 times bigger (in all directions) than the proposed Wynyard Crossing bridge and on a simple meterage basis cost \$132,075.47 per linear metre.

At 107m The Wynyard Te Wero Bridge would cost

Circa \$15 million



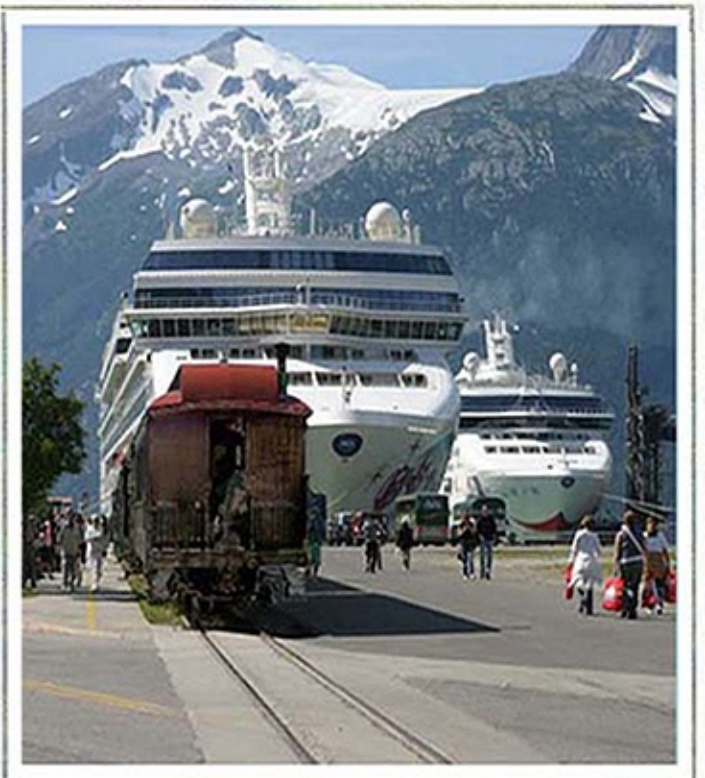
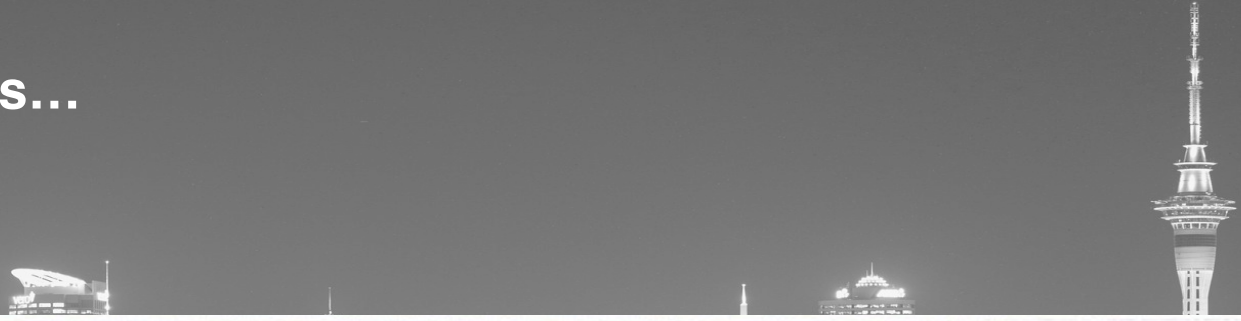
and the good news...



Weight and height: The Historic steel Viaduct: holds a maximum load capacity of 12t and a clear height of 3.5m - This is **more than ample:** The minimum working height of the pantograph is 3.3m, the vehicle width is 2.65m and the axle load does not exceed 5t

We would keep the remains of the old "Cap Gauge" between the rails of the new "Standard Gauge", as a reminiscence to the past of the port's industry.

We would also recommend an interchangeable stop between the waterfront line and the future light rail project - thus allowing a 'door to door' service into Britomart and wider network



Portside trams : (Port of Oranjestaat, Aruba, NL | Port of Rio de Janeiro, BRA) (| Port of Skagway, Alaska, USA)



High speed and heritage trams together



City of Adelaide (Australia) ▲

▼ City of Gmunden (Austria)



Comparative examples

Combination of public and tourist transport ("Transportainment")
Innovation & Attraction share use of the same tracks together in harmony



and the good news...



Nantes
France



Amsterdam
Netherlands

Green tracking

and the good news....

Green tracking with Integrated Carbon zero city centre apartments Helsinki



and the good news...

Project "Harbor Bridge": Current comparative example from the City of Melbourne (Australia) | this image gives an example on a large scale what can be done for the Waterfront on a small scale





The 2011 Waterfront plan set a public mandate for a light rail solution connecting Britomart to Wynyard

The 'Keep the Auckland dockline tram running' movement further evidenced this mandate


The City Centre Masterplan 2020 as one of its fundamental pillars call for the Vision of Transformational public transit in our city centre which includes light rail connecting our centre hubs

Trams are an exceptional mass transit mode in urban dense environments

We already have \$10 million of asset in place including depots, heritage trams and rail infrastructure which is compliant for both rapid transit and heritage rolling stock

We have a bridge across Te Wero that must be upgraded or replaced

We have an incredible and long harbour edge with residents, businesses, offices and numerous attractions that need connecting



“Imagine a modern, low impact, frequent and high volume transit service from the Britomart transport centre to Wynyard quarter carrying sleek modern trams and also heritage trams - Commuters hop on to go to work from the station. Wynyard residents hop on to pop over to the station and up to the rugby for the night, or to dine at Cassia restaurant in Fort lane. Tourists adults and children alike eat ice creams and delight in ways that you see at the cable car turning circle at Powell street in San Francisco....Our economy bristling with the continued hum of vibrancy - Well we are only a hair’s breadth away from achieving this....”

TOGETHER
LET’S CONNECT THE FINAL DOT AND COMPLETE THIS LONG HELD
VISION

PEACE / AROHA



TRAMS

- Victoria Park
- Victoria Park Market
- Sale Street
- Silo Park
- North Wharf
- Sealink Ferry
- Viaduct Events Centre

earth workers
 growing the food we eat
 through food

Support Biodiversity & Antisocial
 Wildlife Sites of the Local Area

A billion flowers are needed to produce
 enough nectar and pollen to support
 a honey bee colony for 1 year

**Are your flowers
 safe for pollinators?**



ARK

