

TRAMWAY EXTENSION

Submission from:
The Association of Blind Citizens of NZ Inc.
Canterbury Branch
PO Box 24-251
Eastgate
Christchurch

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Primarily it is the view of the Association that for pedestrian safety the tramway should not go along Cashel Mall at all. When the slow – delivery road was proposed we objected strongly, but Council said that it was only to be exactly that, but now we are likely to have trams running in what has historically been a pedestrian area.

We cannot impress upon you enough of the view of our blind and vision impaired members that this will be a further barrier to keep people out of the city, and for them to shop in the safety of local malls in the suburbs.

Our committee have provided some following views, these come primarily for those working in the city.

Here are a some thoughts about the proposed tramway extensions. we would prefer that the council saves the ratepayers money and leave things as they are but if it is as we suspect, a done deal, here are some suggestions.

1. If the tram is to go up Cashel Mall from Oxford Terrace to Manchester Street then it should go along the centre of the mall and not to one side near the curb line, there needs to be as much clear space for pedestrians either side of the line as possible given the amount of sandwich boards and café furniture in this area, people with low vision may stray into the path of an oncoming tram while walking around these other obstructions..

2. There could be a potential problem with the Colombo Street – Cashel street pedestrian crossing, the crossing area was narrowed to accommodate the extended bus stops (platforms D and E) so having the tram cross here could be a safety issue by adding to an already congested crossing given the amount of heavy traffic such as buses in this area. When it is crowded, vehicles often don't clear this intersection when the lights turn red at Litchfield Street so once again, walking around stalled traffic could put us on a collision course with an approaching tram. This problem may be reduced somewhat when the bus exchange is moved to

Litchfield street but until then this crossing could be a real hazard if the tram is added to the mix. The traffic lights on the southern side of Cashel Street may need to be moved further back to their original positions closer to the buildings and the bus stops moved further south along Colombo Street to compensate.

3. We have a concern that the tram lines are going to encroach on the footpath areas on Colombo Street alongside the BNZ through to Worcester Street behind the Cathedral. This area behind the Cathedral is already very tight for traffic so we would expect that for this proposed route to work it would have to run through the pedestrian area alongside the road. We would suggest that when the tram turns out of High Street into Colombo Street, that it continues up the centre of Colombo Street and along the front of the Cathedral to join the tram lines at the Northern side of the square. There is plenty of room for it there and we all agree, few of us go into the square these days.

For and on behalf of the Committee

Gloria Weeks
Canterbury Branch Secretary