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8 April 2008

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Strategy & Planning Group,
Civic Offices,
P.O. Box 237,
Christchurch

Dear Sir,

POSSIBLE EXTENSION OF CITY TRAMWAY

I write on behalf of the Christchurch Civic Trust in response to the proposals for extension of the City Tramway as set out in Leaflet No. 2 released by the City Council for public comment.

Note is taken of the assumed benefits, namely:

- (1) Assisting with the rejuvenation of the central city by bringing more movement and people.
- (2) Attracting additional tourists to the perceived value of an extended trip.
- (3) Expanding the existing tourism experience by incorporating new attractions.
- (4) Creating a route to attract locals to use the tram as an extension of existing transport services in the central city.
- (5) Creating a core route with potential for integration with a future light rail service.

From the above list, it is perceived that fiscal and economic benefits could accrue in respect of items (2) and (3), though it would appear that some further definition is required as to the potential nature, scale and location of "new attractions."

Against such benefits are anticipated capital development costs for tramway extensions, in respect of which the potential magnitude of such costs such have yet to be clearly defined, especially with regard to preparatory investigations, design work, construction works and ongoing running costs.

Assuming a wider perspective, it is to be noted that growing needs can be expected to arise for improved multi-mode transport services within the Central City (bounded by the Four Avenues). In that connection, the Greater Christchurch UDS anticipates that between 2006 and 2041 there could be an increase of about 14,000 households in the Central City. There could also be further growth of 39,000 households in other parts of the City. A further consideration are the growing numbers of out-of-town visitors both from other parts of NZ and from overseas, for whom temporary accommodation, service facilities and other

amenities/activities would be required. Overall, it is to be expected that there would be growth in Central City job opportunities and hence workers.

The foregoing projections add up to the expectation of a swelling tide of redevelopment that calls for new initiatives for the comprehensively planned revitalisation of the Central City in terms of (a) land uses and (b) supporting transport systems/services. Regarding these two inter-related points:

- on (a), you are no doubt aware that Lincoln University – in association with the City Council and the Civic Trust – has embarked on a project to identify Project Areas in the Central City for upgrading and comprehensive redevelopment, thereby providing a foundation for the evolution of a long-term, spatially-defined revitalisation strategy (building upon the current approved City Plan. Alternative land use patterns and densities would need to be formulated for such Project Areas.
- on (b), a coherently planned transport system providing conveniently located interchange transfer points will be needed and phased with view both to improving circulation within the Central City and the upgrading of connections with suburban and satellite communities. Various modes of transport (road/rail based) should be contrived to fit within that context. The total system should provide convenient access to/from each quadrant/precinct, along with a pedestrian-oriented precinct for the core area of the Central City. The Christchurch Civic Trust is of the view that, in order to achieve credible results, the time has come for the preparation of an updated long-term comprehensive transport strategy (taking account of the outcomes of (a) above). Such a strategy would need the application of iterative transport model tests applied to alternative land use configurations assumed for selected Project Areas, taking account also of other already confirmed zoning under the currently approved City Plan. From such tests, a preferred outcome should be derived. It is understood that the City Council already has a model that could serve that purpose.

It is further perceived that there would be considerable practical merit in launching such studies for the Central City on the basis of a time horizon of 2041, as set for the UDS. Inter-related Land use – transport studies would, of course, need to be undertaken on the basis of the requirements set down under the Local Government Act 2002, whereby a local authority must, inter alia, seek to identify all reasonably practicable options and assess the relative costs and benefits thereof (Section 77 of that Act).

Representatives of the Civic Trust would be pleased to meet with you and your colleagues at a mutually convenient time and place to discuss the above considerations. Closer liaison with the UDS promoters and CCC policy makers would also seem desirable at an appropriate time.

Yours faithfully,



Timothy Hogan
Chairman
Christchurch Civic Trust