

# 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 *as owner of Triangle Centre & other inner city developments*

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

Your Name Michael Ogilvie-Lee

Organisation name (if applicable) OLT Properties Ltd

Organisation role (if applicable) Director

Contact Address Level 15, Equinox House,  
111 The Terrace Wellington  
PO Box 25409

Phone No (day) 021 524 081 Phone No (evening) 021 524 081  
021 248 8887 021 248 8887

Email (if applicable) \_\_\_\_\_

Signature c/o jane@thesource.net.nz Date 21 April '08

Proposal for the Extension of the Tram Route



## PROPOSAL FOR THE EXTENSION TO THE TRAM ROUTE

### SUBMISSION

21 APRIL 2008

Whilst I am generally supportive of the proposed city tramway extension, I believe that the proposed route should be reviewed and changed, so as to be of further benefit to both the tourist and local markets.

I have included in my submission a map indicating where I believe the extension to the tram should run. As you will see, this revised route takes in far more of the city's future development plans and existing attractions/amenities than the planned route.

My reasoning for this alteration to the route is as follows:


1. Project Central City clearly states that one of the targeted action areas is to increase the residential population of the city centre to 30,000 by 2026. The planned route does take this expansion into account – it completely bypasses the proposed development on the old Turners & Growers site in Madras Street, and does not pass by Lichfield Street, where there are existing residential developments and potential for future. As you will see on the map included, my proposed route takes the tram down both Madras and Lichfield Streets, and also takes it closer to Tuam Street, where when the council vacates its current premises, two large properties will become available for mixed-use redevelopment.
2. I believe that the existing tram route serves well as a tourist tram, but that it does not entice locals for day-to-day usage. In order to encourage more local usage, the extension should, without doubt, be seen as a commuter mode of transport, in addition to a tourist attraction. By taking the route up High Street to the Jazz School and CPIT, this would also make a good link for students from the Bus Exchange, in addition to the residential aspect as detailed in point 1. of this submission.
3. The tram should not be extended down Cashel Street, but should instead be taken to the top of High Street. The proposed route already takes in the Colombo Street end of High Street, which intercepts with Cashel Mall at Hack Circle. While there are plans to extend the tram further up High Street to the St Asaph/Madras Streets intersection, and on to AMI Stadium, at a later date, my proposed route would include the High Street section in this next stage. The top end of High Street is home to some of Christchurch's most exclusive fashion retailers selling clothing by New Zealand designers, and at present is, to a great extent, off the tourist map. Bringing the tram up to this end of High Street now would not only take local passengers to the Jazz School and CPIT, but it would also bring more tourists to a range of boutiques and good cafés and restaurants. This extension would also introduce tourists to the Poplar

Lane area, where there are a good number of bars and restaurants that should be put on both the tourist and local maps.

4. By running the tram back down Lichfield Street – which the Council proposes to make two-way – the tram would pass directly by the Bus Exchange, which is imperative if we are to create a route that integrates into the existing and future transport system. It would also take in the SoL Development, which like Poplar Lane is a key destination for both tourists and locals.
5. Lichfield Street is also home to many of Christchurch's outdoor recreation retailers, such as Kathmandu, and this would highlight this fact to the tourism market, many of whom are in New Zealand to experience the great outdoors. This route would also take in the Lichfield Street entrance to Ballantynes Department Store.
6. At the end of Lichfield Street, my proposed route turns into Oxford Terrace and runs along The Strip, where I would anticipate a tram stop by the Bridge of Remembrance and at this end of Cashel Mall.
7. Routing the tram further up High Street, onto Madras Street and down Lichfield Street, rather than the proposed Cashel Street route, brings with it three advantages:
  - a. The tram becomes a local transport system used by commuters as well as a tourist attraction and takes passengers to a greater number of both existing and planned residential developments
  - b. The 'heart' of the city is expanded and passengers introduced to a far greater view of the city, including more of its most popular shopping and entertainment areas
  - c. Cashel Mall remains a pedestrian mall, with tram stops at either end. Passengers on a tram are likely to merely 'window shop' - those on foot are more likely to actually walk into a shop to have a better look and make a purchase

I look forward to hearing from you and to discussing the main points in my submission at the hearings in May.

Michael Ogilvie-Lee  
Director  
OLT Properties Ltd

 (on behalf of Michael Ogilvie-Lee, please see attached letter)

OLT PROPERTIES

21 April 2008


Jane Bolton  
The Source  
Christchurch

Hello Jane

Re: Submission to Christchurch City Council

Thank you for the submission you have prepared on our behalf. Please take this letter as confirmation of our acceptance of this and I authorise you to sign on my behalf as Director of OLT Properties Limited.

Regards



Michael Ogilvie-Lee

