

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.

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.

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

Allan K Campbell

Organisation name (if applicable)

Organisation role (if applicable)

Contact Address

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Phone No (day)

027 211 3172

Phone No (evening)

03 313 5763

Email (if applicable)

Signature

Allan Campbell

Date

20-4-2008

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

Please follow all the instructions on the website

By email

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



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DEVELOPMENT PLANNER
and
PROJECT ENGINEER

Proposal for the Extension of the Tram Route



CHRISTCHURCH
CITY COUNCIL - YOUR PEOPLE - YOUR CITY

Proposal for the Extension to the Tram Route

Submission Form

It will help us if in your submission you clearly state your opinion on the proposed route and describe/outline any ideas/issues you may have.

Extending the City Tramway -

Part "A" The tramway should be extended and on a yearly basis, this should be allowed for in planning and budgeting.

Part "B" The route is appropriate, however does not go far enough. As the relevant sections are laid, points should be installed for future connections (ie, as shown in photo on Oxford Terrace section of the planned route attached) This also includes possible connections in the Manchester - High St. Area. Colombo St. should follow red line proposed.

Part "C" Most Important that the Rails are installed in the City Mall during reconstruction.

"General" Future Planning and use should take into account the tramway system need not only Tourist orientated, but commuter friendly as well and should be progressively extended, particularly in the four Avenues & to the Railway Station. With this in mind, the first extension should be Cambridge Tce, Hospital, Rolleston Ave. Loop, from an engineering aspect, not difficult to do! (See Notes Part "B" above) This route should turn into Hereford St. over bridge and turn left onto grass area (parallel to footpath) to Cashel St / Cambridge Tce intersection and cross this intersection on the diagonal (controlled by Tram lights) and follow Cambridge Tce on the line of the footpath next to the road. The other path next to the river bank upgraded for pedestrian use. The line should cross Montreal St on the grass area between the existing foot path & the tree line, re entering the roadway

You may add more pages if you wish. Thank you for your submission.



Prior to the boatshed building and follow the left of the road up Rolleston Ave to the existing tram track and reconnecting at this point.

Two or three tram stops would be required over this length, including one at the boatshed/hospital entrance.

Note the pedestrian ramps at the Memorial Bridge would need to be relocated eastwards.

The consultants considered a variety of route options, taking into account the above matters, and concluded an extension commencing with Oxford Terrace, and including the whole of the City Mall, returning to the existing line via the south eastern side of Cathedral Square to be the most appropriate.

Attractions along the route include: the Oxford Terrace Strip with its views of the Avon River, the Bridge of Remembrance, Ballantynes plus other retail outlets in City Mall and Colombo Street. The route also has other benefits: connection to the existing Bus Exchange, Tourist Hotels in Cashel Street, proximity to the revitalising areas of High Street, Lichfield Lanes and South of Lichfield, and the visitor focus of Cathedral Square.

Extending the tram, already established internationally as a city "icon", would bring benefits to all of these areas both in terms of additional people (potentially many of the more than 150,000 current patrons who may all not currently reach this part of the City Centre), plus the publicity and marketing opportunities that would result from being on the tram route.

In September 2007 the Council acknowledged the potential of extending the tram route as recommended, but sought further investigation of the merits of the tram either continuing to Manchester Street or turning into High Street across the reserve to the west of the Holiday Inn Hotel.

This work has been done and options for the detailed location of the tram tracks in each of the streets comprising the route have also been considered. Within the Mall, the tracks would be contained within the service lane that is being provided for service and emergency vehicles.

This, together with a traffic safety audit and underground services study, has confirmed the extension to Manchester Street as the preferred route. This route also has the ability to be further extended in the future: for example, further along High Street to the Roman Catholic Cathedral, the Music Centre and Christchurch Polytechnic.

Route Details

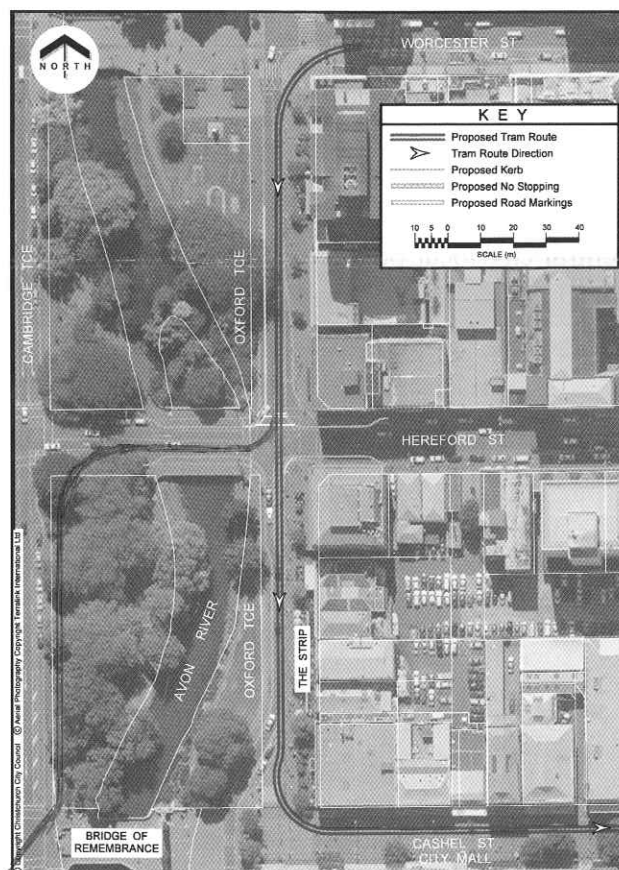
The proposed extension branches off the present line in Worcester Boulevard at Oxford Terrace, travels south along Oxford Terrace beside "the Strip", turns left (east) into Cashel Mall, then along Cashel Street to Manchester Street, right into High Street, through High Street Mall, Colombo Street and Cathedral Square, rejoining the existing line behind the Cathedral, as illustrated in Fig 1 above. This would allow the tram to operate either as two "loops" or as a "figure of 8" with all trams passing through the current Cathedral Square stop, which remains the main focal point for visitors to the Central City. Plans for each section of the route follow. *Note that track positions are approximate only.*

Oxford Terrace

The line in Oxford Terrace is proposed to be located generally adjacent to the eastern kerb line as illustrated. There is currently a one-way flow from south to north between Hereford and Cashel Streets, and it is proposed to reverse the flow so that all vehicles, including trams, will travel north to south. Only trams and service vehicles will be permitted to turn west into Cashel Mall. Other location options were investigated but this



is considered the safest and most practical. This kerb side location is similar to the present line in the Worcester Boulevard. It is anticipated that there would be a tram stop close to the Worcester St- Oxford Tce corner.



Above photograph showing proposed tram connection to Hospital, via Cambridge Terrace