

LTCCP 2006-16 SUBMISSION

Submissions close on 5 May 2006

I do NOT wish to present my submission at the hearing, and ask that this submission be considered.

I am completing this submission:
For yourself

Number of people you represent:

My submission refers to:
Summary Version of the LTCCP

Page Number:
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I also want to respond to:

Name:	Don Pankhurst
Organisation:	Flirt Fashions Ltd
Daytime Phone:	03 366 8880
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Email:	donpankhurst @xtra.co.nz
Address:	26 Southwark Street Christchurch
Your Submission:	<p>Do you have any comments on the major projects in our Draft Community Plan?</p> <p>I personally believe the 'CITY MALL' needs to be changed back to being normal city streets, in other words, cars and vehicular traffic allowed in High Street and Cashel Street that now makes up the CITY MALL.</p> <p>My reasons are simple, the CITY MALL doesn't work. We don't need all these vehicle free streets in the city. We need parking , in fact 'FREE' parking to compete with all the suburban malls.</p> <p>To get shoppers into the city, it needs to be easily accessible - needs more parking, not less, and the parking needs to be FREE even if it's only for the first 2 hours. In my opinion the easiest way to kill the inner city is to make it difficult to access - something I believe successive Councils have endeavoured to do, deliberate or not. The Council divided the city by closing off half the Square to traffic, this in turn killed the Square from a retail perspective and I believe divided the inner city.</p> <p>We now have a bus exchange which apparently isn't big enough - causes high inner city congestion at peak times with buses blocking the inner city streets from Tuam Street to Hereford Street and so forth. If I was in charge I would have half the buses operating from the Square which would ease the congestion we now have and maybe revitalise the Square. Whilst on the subject of street congestion, what is it with this council that it feels compelled to eliminate double lanes to make way for cycleways, creating even more congestion - is it not possible to have the double lanes and have a cyclelane as well, or is it as I suspect a council plan to remove cars totally from the inner city. If I am correct, you will turn the inner city into a ghetto.</p> <p>My main grievance is why should there be a targeted rate for the CBD to fund a \$10.5 million spend on the city mall which, unless the council changes its ideals - will be a failure. Incidentally, I don't think \$10.5 Million will be enough.</p>

**Your Submission
(Cont'd):**

I think it is time for a 10-20 year master plan for the inner city, to recreate the vibrant city it once was with ease for vehicular traffic, cycle traffic and obviously buses and transportation - but not with buses clogging up the inner city streets. I believe we have only one chance of getting this right , and looking at successive councils efforts, I haven't much faith in them getting it right. I also firmly believe all ratepayers should be contributing to the redesigning and upgrading of the CITY MALL and inner City precinct - as it is an essential part and benefit to the whole of Christchurch.

Whilst we have a commercial building in Christchurch in Southwark Street, the redesign and refurbishment of the inner city will be of no direct commercial benefit to us as a company. I just firmly believe if the inner city is not planned and completed correctly, then the WHOLE OF CHRISTCHURCH will ultimately suffer.

An interesting survey would be to ask the average Christchurch person when was the last time they were in the City and what for.

Don Pankhurst
Phone: 366 8880

Do you have any comments on groups of activities (The activities and services the Council provides?)

Do you have any other comments or suggestions you want to make?