

Our Community Plan Submission Form

Instructions

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If you wish, you can present your submission at a hearing. (If that is the case, please tick the box). The hearings will be held between Thursday 25 May and Wednesday 7 June 2006. Generally, 10 minutes are allocated for hearing each submission, including time for questions.

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No anonymous submissions will be accepted.

You may send us your submission:

By mail

Please mail your submission (no stamp is required) to:

Freepost 178
Our Community Plan
Christchurch City Council
PO Box 237
Christchurch 8003

By email

Please email your submission to:

ccc-plan@ccc.govt.nz

Please make sure that your full name and address is included with your submission.

On the internet

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Please ensure your submission arrives no later than Friday 5 May 2006.

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Are you completing this submission: For yourself On behalf of a group or organisation

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Do you also want to respond to: Development Contributions Aquatic Facilities Other

Contact Name Stuart MacDiarmid

Organisation name (if applicable) _____

Contact Address 44 A Rapaki Rd.

Christchurch 8002.

Phone No. (day) (03) 3320 998 Phone No. (evening) (03) 3320 998

Email (if applicable) S.A.macdiarmid@xtra.co.nz

Signature S.A. MacDiarmid Date 1-05-2006

Our Community Plan 2006 to 2016 Volume 1: Draft for Public Consultation

The building of a new \$59.5m bus exchange so soon after the existing exchange was completed indicates that the maximum forward planning is needed this time.

General Proposal

As an alternative to a large central city Bus Exchange, I suggest that two new exchanges of lesser size are built with one is sited to the North of Cathedral Square in the Kilmore St vicinity to cater for Northern routes and that the other is built on the West side of Deans Ave to cater for Western routes. Further that the North exchange is linked to the city with the existing shuttle service and that the West exchange is linked with a new tramway development through Hagley Park.

Siting of the North Exchange

I suggest that the North Exchange site in the Kilmore/Armagh St area is chosen so that there is practical pedestrian access to the existing tramway route. Siting the exchange on the South side of Kilmore St between Manchester and Colombo streets would be ideal with a short walk down Colombo St to the Armagh St tramway.

Tramway Extension

I suggest that the Tramway should be extended from the Armagh St/Rolleston Ave corner through Hagley Park following the existing roads as far as practicable, to cross Deans Ave and link up with the West Exchange and a Car parking building in the vicinity of Riccarton or Blenheim roads.

The route through Hagley Park should be single track but incorporate a passing loop for bi-directional traffic. It may also be possible at some future time to extend the tramway to Linwood via Armagh St.

I suggest that *new Tramcars of Classic appearance* should provide a commuter service from the West Exchange at Riccarton through Hagley Park to the city.

The tram traffic arriving at Armagh St, would travel clockwise round the existing route through New Regent St to the Square, Worcester St and back to Hagley Park and the West exchange and parking building. This development would interleave with the existing Tourist tram service and provide an additional attraction of a ride through Hagley Park. It would also provide a greater return on the capital invested in the inner city's tram tracks.

For West of the city commuters, I expect that this service through the beautiful Park will provide a most attractive alternative to driving the extra distance and coping with inner city traffic and parking.

An integrated ticketing system should be introduced with the tramway extension so that one ticket covers all sections of the city's public transport so that a bus passenger, from say Avonhead, reaches his destination with the greatest facility.

I see this as a first step in the development of a light rail network from the well placed, tourist tram circuit.

Unlike a road, a single tramway would have a minimal adverse effect on the appearance of Hagley Park. It will add to the park and let many more people 'visit' the Park daily.

Acknowledgement

Some years ago I was involved with a 'Going for Goals' group that advocated the Tourist Tram development. We became aware that the City planners were well advanced in their plans for a tramway through Hagley Park. Our group concurred with the City's plans. Perhaps the Tourist Tramway was built without the Hagley Park section for reasons of cost.

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Email (if applicable) S.A.macdiarmid@xtra.co.nz

Signature S.A. MacDiarmid Date 01/05/2006

I find the Proposal to spend \$10.3m on the City Mall Renovation difficult to accept.

I suggest that any expenditure is capped to \$0.5m and the proposed work limited to repairs to the brickwork, paving and seating.
Not wholesale demolition, and rebuilding.

What is wrong with the Mall and Central City?

My wife and I have some times walked through the Mall and the central city on Saturday or Sunday mornings and have been absolutely appalled by the mess, vomit and body waste that is there for everyone to see.
The effect of such sights have on city visitors must be lasting and very bad indeed.

What, is needed is better Policing and a street cleaning regime in the morning's early hours. Not an expensive makeover.

Fundamentally it is the businesses, which will attract people to the Mall. The novelty effects street Makeovers is very brief.

The City's role in the Mall is to provide a Safe, Clean, well maintained environment.
The rest is up to business.

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Signature S MacDiarmid Date 01/05/2006

There is a proposal to spend \$18m on converting electrical and communications wiring to under ground services. I suggest that this is not proceeded with.

At this time of rapidly increasing rates this is a luxury we cannot afford.

Moreover underground wiring is much more difficult to repair if and when we get the promised major earthquake. While storms etc do more damage to overhead systems, the resulting outages are comparatively brief and the repair work is relatively inexpensive.

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