

CHRISTCHURCH CITY COUNCIL

Draft LTCCP 2009-19

- Received via Web

Submissions close on 16 April 2009

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

Are you completing this submission:

For yourself

If you are representing, how many people do you represent?

Name:

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15 April 2009

Your Submission:

As a resident of Diamond Harbour I wish to make submissions on issues pertaining to Banks Peninsula and to Public Transport, as these affect myself, my family and my community.

1. I support the CCC initiative "Lyttelton Inner Harbour Road" (\$5.1m) to create a continuous footpath link between Charteris Bay and Purau. This is a popular walking route for children, pram-pushing-parents, and the elderly. It is an stunning route that links the community, however it is currently quite treacherous for pedestrians along most of its route.

2. I do not support the CCC initiative of a tourist-focused tram in the central city and am very surprised that the tram is not considered wholistically as a service with the other transport service/issues (bus, roading, cycle, etc). The tram should be seen as a valuable commuter service and not a service to turn a tourist dollar. The maps which show the historic routes of the Christchurch trams are incredible and demonstrate a huge network that this city once had. We have a flat city - ideal for a rail service. It would be a shame to realize 30-40 years down the road "we should've done that" (the scenario Auckland is currently in!). I would support this project if I knew that the gauge of rail line being installed at the moment is compatible with commuter rail carriages and that this could one day be retrofitted for a larger network of transport.

3. I note that the LTCCP does not mention the ferry connection between Lyttelton and the southern bays (that I could find). The \$132.5m allocated to Banks Peninsula projects and the \$68m allocated to promoting "active travel" are very impressive amounts - I would really like to see some of these funds allocated to the proper design and implementation of a ferry terminal

in Lyttelton. This is a fantastic service with huge community (and visitor) support and patronage. As Diamond Harbour only has essential services, Lyttelton is an important 'node' for local residents with many services that the community relies on. The ferry is integral to the connection between the two. Ferry users currently enjoy direct and unrestricted access between DH and Lyttelton - this is essential for CCC to maintain and improve upon. It is a service that will only be more valuable in the future with the proposed growth in Diamond Harbour (UDS land) and the southern bays. The Council's UDS document supports connectivity and good urban design in its objectives - this is the perfect project to demonstrate the implementation of these objectives!

4. The recent upgrades to Stoddart Point Reserve, to local roading and to the DH ferry wharf are to be commended, thank you. I would like to make one last submission which relates to Diamond Harbour Village Centre. I note that Lyttelton is being reviewed and that design/planning work will occur in the near future for the Lyttelton community. This is great, and would be even better if it could be linked to a similar exercise for Diamond Harbour. DH desperately needs "a plan". The village centre has a many important elements in it but is not integrated into a proper "village centre". Each element sits on its own, ie. Godley House, the wharf, the medical centre, the library, the dairy, but the route between each is not legible, and nothing connects them all together bar a long curvy road. It is a village best experienced by foot and unfortunately is not pedestrian-friendly. It is a village visited by hundreds of visitors each weekend who 'don't know where to go' nor 'how to get there'. I appreciate that it is challenging to balance design and infrastructure with potential future demand, but this is something that is beginning to show that is needed, and will only be more pressing (and harder to do) when the population pressure demands it. A masterplan for DH could provide a guide and inspiration for future growth in the southern bays.

Thank you for your consideration of the above 4 points. Please contact me with any further queries or comments, 021 063 9544, I am happy to discuss these issues.

Regards,
Nancy Vance