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CHRISTCHURCH CITY COUNCIL Draft LTCCP 2009-19

- Received via Web

Submissions close on 16 April 2009

I wish to talk to the main points in my written submission at the hearings to be held between Monday 11 May 2009 and Monday 18 May 2009.

Are you completing this submission:	For yourself
If you are representing, how many people do you represent?	
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Date:	15 April 2009
Your Submission:	<p>Hello</p> <p>I am writing today from the perspective of a concerned cyclist regarding the CCC Long Term Council Community Plan (LTCCP) out for consultation now and as part of the LTCCP the Tram Extension. I hear great steps are being taken by the Regional Council towards creating a Regional Canterbury cycle network. I feel the Christchurch inner city can continue this momentum and enhance the joy of cycling in town if the tram extensions are done appropriately, as suggested below</p> <ol style="list-style-type: none"> 1. Increasing current cycle areas to existing tram areas It would benefit cyclists and motorists if cyclists were allowed to ride between tram lines in areas that are currently prohibited. Specifically, cyclists should be permitted to move, at pedestrian pace, through Worcester Boulevard, across the bridge by Our City, City Mall, and along New Regent Street. 2. New Tram Lines With respect to the proposed tram extensions, since the tram is a tourist attraction, its placement in the city should not hinder local people and local transport. As such, cyclists should be allowed to cycle wherever the tram moves and tram lines should be designed in a way to not endanger cyclists. Tram lines should be in the centre of the road (as they are currently in Melbourne) so as not to squeeze cyclists between parked cars, opening doors and the tram as currently occurs on Armagh Street and throughout the city tram line. Tram lines should be straight so cyclists do not need to constantly cross over the lines which become slick especially when wet and risk wheels becoming stuck in the lines. It is dangerous for cyclists and vehicles when riders weave to avoid the tram lines.

3. Re-trofitting Current tram lines

I believe a first priority should be to fix the lines on Armagh street and throughout the city to make them more cyclist friendly before adding to the existing lines. The changes needed are outlined in the paragraph above.

Note: The tram is a tourist travel option which makes money for a private company. Looking through their website I do not see any way in which their profits are contributing financially to the city such as offsetting the rates used to expand and maintain their lines. I do not want my rates paying the 11.5 million dollars to expand tram lines for a private corporation. Perhaps the city should purchase the tram, or the tram company should fund their own line and extensions.

Christchurch bills itself as a leader in sustainability. As per the Council website, Christchurch aims to be a "cycle friendly city where the environmental, social and health benefits of cycling are recognized and facilities are provided to ensure cycling is a safe, enjoyable and popular form of transport". I am hopeful that Christchurch City Council and the LTCCP will live up to these grand statements and have the tram extension be of benefit, not a hindrance to cyclists who exemplify sustainable transport.