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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.**

<b>Are you completing this submission:</b>	For yourself
<b>If you are representing, how many people do you represent?</b>	
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<b>Date:</b>	16 April 2009
<b>Your Submission:</b>	<p>What do you want the Council to consider? Central city tram extension preferred route east along Lichfield Street, turning south into Poplar Street before looping back along Tuam and High Street. This is part of (Christchurch's) Central City Revitalisation Project, Draft Long-Term Council Community Plan (LTCCP) 2009-19).</p> <p>What specific action you think the Council should take? I would like the Council to not agree to the preferred route and to ask for other options to be put forward, such as a tram turntable. I have found examples of tram turntables being used in Australia, the UK and Europe, and in some cases are in themselves a major tourist attraction. <a href="http://www.freefoto.com/images/24/32/24_32_56_prev.jpg">http://www.freefoto.com/images/24/32/24_32_56_prev.jpg</a> <a href="http://homepages.cwi.nl/~dik/english/public_transport/odds_and_ends/index.html">http://homepages.cwi.nl/~dik/english/public_transport/odds_and_ends/index.html</a> <a href="http://www.carendt.us/microplans/index.html">http://www.carendt.us/microplans/index.html</a> (models but good ideas) <a href="http://www.infoblue-mountains.net.au/locodepot/gallery/2008-postcards/target1.shtml">http://www.infoblue-mountains.net.au/locodepot/gallery/2008-postcards/target1.shtml</a> We have world class engineering expertise in Christchurch, perhaps some of this expertise could be used to come up with a solution?</p> <p>Why should this be done? The preferred route is not in the best interests of the residential and business community living and working in Poplar Street and has only been chosen by default (caused by the limitations of the one-way system and tram turning space) rather than perceived benefits.</p>

Yes, the tram works well through pedestrian areas such as New Regent Street, however New Regent street is 2-3 times wider than Poplar Street, is not residential and has far less people walking and standing there during the day and night. I know this because I work on Armagh Street and live on Poplar Street.

Specifically I am concerned about -

1. Village atmosphere. The Poplar Street area is like a village with people living and working there. The street is busy most of the time with people going about their daily lives, this includes moving house, tradesmen, delivery vans, rubbish collection. I don't believe there will be enough clearance for this to continue, let alone space for cars to park, tables, chairs and planters.

2. Noise. I work on the 8th floor of the PWC Building and can hear the tram going past on Armagh Street. I live on the second floor of Poplar Street and find the noise level just bearable as it is, The tram will increase the noise level and make living there unbearable. This may impact on the resale value of my property.

3. Building Structure. The buildings in Poplar Street are bricks and mortar, some of it crumbling in places. I am concerned that the constant vibration caused by the tram will affect the long term stability of the buildings.

4. The potential for the route to be part of a future light rail loop. This would completely kill the area.

In summary I'm all for extending the tram route but have my concerns about whether this has been thought through with regards to the effects it will have on residents and businesses in Poplar Lane. I would like the Council to ask for and consider other options, and I am happy to assist in any way I can.

Regards,  
Cate Hlavac