

# PROPOSAL FOR THE VARIATION OF THE CITY MALL SPECIAL ORDER SUBMISSION

Submissions close on 21 April 2008

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

**Are you completing this submission:** For yourself

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

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**Date:** 17 March 2008

**Your Submission:**

Page 10: Proposal 1 - to insert a double-slip into the intersection of Cashel Street/High Street, set such that trams approaching from the West down Cashel Street turn to the RIGHT down High Street, proceeding into Manchester Street on the left-hand side of the road, turning LEFT into Cashel Street, and then turning RIGHT into High Street. Furthermore, make Cashel Street/High Street road one-way, such that vehicular traffic must enter at the Cashel Street/Manchester Street intersection and leave at the High Street/Manchester Street intersection.

This would have the following benefits:

- i. reduces the impact on Manchester Street as the tram does not have to cross the flow of traffic in two places; the tram simply runs NORTH along Manchester Street on the normal traffic side;
- ii. following on from i., allows better insertion of the tram into the Manchester Street traffic flow, perhaps being helped by changing the traffic light sequence at the Manchester Street/High Street/Lichfield Street intersection;
- iii. will not get the tram caught up in traffic that builds up in both directions on Manchester Street - only North-bound traffic will affect the tram;
- iv. does not require any special traffic light sequencing to allow the tram to turn RIGHT from Cashel Street into Manchester Street, as required per original route;
- v. reduces risk of an accident along Cashel Street/High Street roads between vehicular traffic and the tram, as vehicular traffic will be travelling in a one-way system in the same direction as the tram (this is especially true of cars reversing out of parking spaces alongside High Street, as in the current plan they would be able to turn opposing the direction of the tram);
- vi. by using a double-slip at the intersection of Cashel Street/High Street, it becomes possible to reverse the tram direction to the East of the intersection, if required;
- vii. increases 'excitement' of passengers and pedestrians if two trams oppose each other whilst travelling East/West along Cashel Street;
- viii. increases visibility between tram drivers approaching the Cashel Street/High Street intersection, as they will always be directly opposing each other; and,

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

viii. reduces significant risk of two trams side-swiping each other as they travel towards the Cashel Street/High Street intersection, as the tram drivers will not be in line-of-sight until the last moments, and so their attention will also be diverted away from vehicular and pedestrian traffic.

P10: Proposal 2 - to insert a slip into the Cashel Street/Manchester Street intersection and continue the tram tracks North down Manchester Street, turning into Worcester Street, and inserting a slip LEFT into the tramsheds and a straight crossover which joins up with the track coming from the RIGHT and continuing to Cathedral Square.

This would have the following benefits:

- i. to increase the loop at a minimal extra cost;
- ii. to allow redundancy into the system in case of accident or other event blocking part of the tram route;
- iii. allows a redundant route to and from the tram shed; and,
- iv. by introducing this flexibility, allows a greater density of tram operations to run simultaneously.