

Extension of the Tram Route Submission - Received by Email

Name:	jonathan clease [mailto:jonome1@hotmail.com]
CC:	
Sent:	25 TH April 2008 (late submission)
Your Submission:	<p>Hi Dave,</p> <p>A quick submission in support of the proposal to put the tram through Cashel Mall. I support the proposal for the following reasons:</p> <ul style="list-style-type: none">• The key driver behind the 'slow road' seems to be the desire to bring more activity and life back to the mall (with a perhaps secondary desire to better direct delivery vans and the like). This proposal has been controversial due to varying public views over the merits of car access. I think the tram proposal will have the desired benefit of bringing added vibrancy and life back to the mall area, without the controversy and delays inherent with a decision on cars. • Trams and pedestrians/ low speed traffic environments have been well-tested in both Worcester Boulevard and New Regent Street and seem to coexist quite happily and safely. • Worcester Boulevard and New Regent Street are I believe two of the City's most successful, pleasant streets from an urban design perspective, with a good balance between pedestrians, cafes, vibrant retail areas, and limited vehicle access. The trams are a key element in this success and add considerably to the ambiance and interest of these streets - no suburban malls have a tram going through them or visitors taking photographs! • The trams are already a key image of Christchurch - most tourist brochures of the City seem to have the tram, the punts, and the cathedral. As such they are readily identifiable with the city's image and a key point of difference compared with other NZ cities. • While the tram functions primarily as a tourist ride, rather than a day-to-day form of public transport, I do not think this is a reason against extending the tram route. The tram system is a useful means for introducing tourists to the City Centre and showing them what's on offer - having travelled overseas considerably myself, I know that often when you're in a new town taking a circular public transport route like the trams was a great way of quickly orienting yourself to a new place and identifying areas that you would be keen to go back to on foot and revisit in more detail. In this sense I think the proposed tram route will help in introducing visitors to the city mall area. For this reason I would also be supportive of the tram route being extended down the length of High Street to connect with

CPIT, the catholic cathedral, and perhaps on to AMI stadium. Such an extension would assist in the trams becoming a more viable part of the public transport network rather than a tourist ride. I recognise however the funding implications of such an extension and accept that such an extension may best be part of a later stage (albeit that the world cup in 2011 would seem like a good opportunity for enhancing links between the stadium and the city centre). Other opportunities could be an extension of the route through Hagely Park and out to the university, helping to tie the university to the city centre. The main point I wish to make is that a desire to extend the trams further and integrate them into the City's public transport network is not a reason to not extend them through the mall.

Thank you for the opportunity to have my say. The above views are very much my own as an individual and ratepayer, rather than reflecting the views of Planit Associates or any clients.

Regards

Jonathan Clease