

## Extension of the Tram Route Submission - Received by Email

<b>Name:</b>	Bryan and Pamela Stokes [mailto:bpstokes@yahoo.com.au] (late)
<b>CC:</b>	
<b>Sent:</b>	24 <sup>th</sup> April 2008
<b>Your Submission:</b>	<p>My wife and I have very recently moved from Melbourne to Christchurch to live. We are both retired now, but we lived and worked in Melbourne for 15 years. We have also lived in Sydney, Canberra, Toronto and London, and have travelled extensively in Europe. My wife is a Kiwi (originally from Auckland) and I was born in Melbourne but grew up in Sydney. We have had it in mind to move to New Zealand for a long time and, for us, Christchurch is the best city in New Zealand in which to live.</p> <p>We think that trams are a great tourist attraction and can give a lot of character to a city, as they do with Christchurch, Toronto and Melbourne. However, Christchurch's trams are really just for tourists while Melbourne's and Toronto's are primarily for public transport. As you would know, there is a Melbourne city circle route with old trams that is aimed at tourists but also used a lot by locals - partly because it is free. It has recently been extended.</p> <p>We have come across a pamphlet entitled 'Extending the City Tramway - 2. The proposed tram route' which invites submissions on a possible extension to the City Tramway. This contains some very good ideas but one aspect of it gives us considerable concern. We can't tell to what extent the proposal is already 'set in concrete' and whether there would be any point in us making a submission relating to fundamental issues.</p> <p>Put simply, we think it is an excellent idea to extend the tramway into the main shopping area of the city but not a good idea to have it run the entire length of the City Mall. We have always thought that the trams in Melbourne's Bourke Street Mall are a nuisance and spoil the whole atmosphere of the place. Apparently, there have been proposals to remove them but they have all been either impractical or too expensive. In our opinion, a city mall should be a place where people can wander around, have a chat or just sit and have a quiet break from shopping without having to be subjected to the disturbance caused by trams - no matter how old and cute they may be.</p> <p>Also, we can't see the need to take tourists (the main users) right through the mall. They usually prefer to walk through such places so that they can look at the shops. As long as the tram takes them into that zone it should be sufficient. A good compromise could be to take the route through the High Street section of the mall only, and not Cashel Street, which would also be less expensive. The pamphlet suggests that the extension could attract more locals to use the tram, but we think this is unlikely because it is only a single track tourist loop. It would also need to be either tied into the Metro bus fare system or made free like the Melbourne city circle tram and</p>

Christchurch Shuttle bus.

If you think that there is any point in us making a submission along the above lines, could you please let us know by return email. We don't have a telephone yet as we have just moved into our house in Richmond. Although we love Christchurch, we have seen a few mistakes that have been made (why don't all bus routes use the Bus Exchange building?) and we would hate to see another that might cost a lot of money to rectify some time in the future.

One final thought. We have seen many light rail systems in Australia and Europe, and any proposals for one in Christchurch would need very careful planning. Having said that, it would be a great public transport asset if done properly.

Sincerely  
Bryan and Pamela Stokes