

High Street tram extension submissions and responses

#	Sub ID	Comments	Project Team responses	Name	Name	Business / Org.
2	24161	Support in its proposed format	Thank you for your submission	Michele	Dyer	
3	24173	Enabling the tram to loop instead of reversing seems sensible. Good to provide some extra safety for cycles interacting with tram tracks.	Thank you for your submission	John	Ascroft	
4	24182	I support extending the tram route. This will bring a unique bit of character to the area and increase the number of tourists visiting this end of the town.	Thank you for your submission	Arthur	McGregor	
5	24189	Good, but why not extend tram even further, right down high st to get nearer to Ara and make it useful to students to use to get into town on. Need as many people going into city as possible to keep businesses there open.	Thank you for your submission. The tram route proposed provides for a loop for the tram to operate on. This allows for the tram operator to utilise trailers. The project team considered extending the tram route further down High Street but this was not preferred by the tram operator nor the majority of business owners in that part of High Street. Extending the tram into the lower end of High Street will preclude the use of tram trailers.	Craig	Nicholson	
6	24193	Again, I support this part of the project.	Thank you for your submission	Jordan	Dyer	
7	24237	Great. Would be fabulous if the trams were free/ more affordable and could be used as innercity public transport.	Thank you for your submission. The tram operator does offer an annual pass for use of the tram (https://www.christchurchattractions.nz/annual-pass/).	Sabrina	Kunz	
8	24250	I support the tram extension.	Thank you for your submission	Michael	O'Grady	
9	24258	I don't really have a strong opinion on this since the tram isn't generally used as public transport. But I like trams anyway :)	Thank you for your submission	Lewis	Anderson	The University of Auckland
11	24300	I support extension of the tram route wherever it may be required.	Thank you for your submission	Alex	Fletcher	
13	24343	Great to get rid of the ridiculous 19 traffic lights and hopefully make the traffic left hand turn there more user friendly. Love the idea of the tram extension and that the new stop will look 'heritage'.	Thank you for your submission in support of the proposal.	Ella	Harris	
14	24378	I support this extension	Thank you for your submission in support of the proposal.	Michael	van Ee	
15	24379	I support the proposed changes.	Thank you for your submission in support of the proposal.	Justin	Morgenroth	
16	24380	Love it - will bring more tourists to this area	Thank you for your submission in support of the proposal.	John	Lieswyn	
17	24384	ideal, both the route and the stop	Thank you for your submission in support of the proposal.	Eric	Pawson	
18	24385	We fully endorse these proposals.	Thank you for your submission in support of the proposal.	David	Arnold	
19	24389	I am against the proposal and prefer the status quo. Particularly against spending ratepayers money to benefit a private company by providing the tram extension.	Thank you for your submission. The tram extension was identified a number of years ago but the implementation of the works was delayed as a result of the Canterbury Earthquakes. The proposed extension will permit the tram to operate on a loop track and increase patronage. This increased patronage will help the recovery and development of the city.	Tony	O'Donnell	
20	24393	I support extending the tram	Thank you for your submission in support of the proposal.	Sally	Provan	
23	24625	I am in support of the new tram route.	Thank you for your submission in support of the proposal.	Mark	Bellamy	



#	Sub ID	Comments	Project Team responses	Name	Name	Business / Org.
27	24667			John	de Senna	
28	24754	not needed at present so is a waste of money. there are far more important things to fix	Thank you for your submission. The tram extension was identified a number of years ago but the implementation of the works was delayed as a result of the Canterbury Earthquakes. The proposed extension will permit the tram to operate on a loop track and increase patronage. This increased patronage will help the recovery and development of the city.	Liz	Wagstaff	
29	24760	The Tram seems utterly underused in CHCH at the moment, We seem to see the trams as a tourist attraction but not as a already defined public transport network. If we were to see an expansion of the tram network in CHCH It would be interesting to see the integration of it with the Metro card network, as currently to get from one side of the CBD to another you must either walk or Lime. The potential would still be there to continue running specialist trams for Tourists only, however running a European style public tram network could be easily feasible, If further development of the line was put in to connect the bus interchange, you could connect ARA ,the Interchange, Ballentine's, BNZ Centre The Christchurch Central Library, the art Gallery and the Museum along with these new development on High St witch is already home to Little High Eatery it could all together create a cool public transport system that encourages and rewards people to see lots of Christchurch but also use the already established bus network to come into the city. Christchurch is at the moment not centralised enough for a enjoyable shopping experience (unlike Riccarton or Northlands) and busses feel aquwards and aren't desirable, Also not cost effective for the size of the CBD. Making the tram more accessible to the public would defiantly create significant output. We can see across city in Europe they are making the switch to light rail or tramways in order to connect showing areas together. In Croydon in London the Tramlink project has created massive jobs and developments all over South London. The Centrale Shopping Centre has become a massive draw card for Croydon and is now bringing tens of thousands of people to the once undesirable area. CHCH could easily draw more people into the CBD but currently people choose to shop in other areas because its too spread out and barren but a draw of shops, Trams and for tourist a longer ride (better value for money) could really improve the CBD. Wellington is said to be going ahead with there own tram network, why not Christchurch? We already have a majority of the infrastructure and if we were to bring a Public Tramway back to the CBD we could further limit cars in the CBD and decrease our carbon footprint as a city!	Thank you for your submission. The tram operator offers a yearly annual pass for users who wish to use the tram at any time of the year, other than for tourist purposes.	William James	Hall	
30	24761	No. Who takes the tram anyway? That is for tourists. The travel speed of the tram is slower than walking. You are taking public roads away in favour of a private company.	Thank you for your submission. The tram extension was identified a number of years ago but the implementation of the works was delayed as a result of the Canterbury Earthquakes. The proposed extension will permit the tram to operate on a loop track and increase patronage. This increased patronage will help the recovery and development of the city.	Jeremy	Chang	
33	24769	By adding in the new covered tram stop it gives a proper stop for tourist outside of where the hotels are located and closer to air bnbs, I would also like to think that it would help businesses in this part of town.	Thank you for your submission in support of the proposal.	Matt	McPherson	

#	Sub ID	Comments	Project Team responses	Name	Name	Business / Org.
		<p>By cutting the corner on Popular it will reduce the amount of poles used at the intersection which will make it more aesthetically pleasing which is something that need to happen.</p> <p>The extension would also help tie in the south est of the city which currently feels very disjointed from the rest of the central city.</p>				
36	24821	I am sure the tourists will love the extra 5-10 minutes trip they will get. It makes almost no difference to the residents of the city since the tram is a thing for tourists and not residents. Unlike Melbourne, the trams in Christchurch are not an integral part of the public transport system. So, for the vast majority of city residents, the tram is a pointless affectation.	<p>Thank you for your submission.</p> <p>The tram operator offers a yearly annual pass for users who wish to use the tram at any time of the year, other than for tourist purposes.</p>	Gordon	Milne	
37	24854	Nothing in particular	Thank you for your submission in support of the proposal.	David	Hawke	
39	24888	Great to see the tram continuing even one heading out to sumner as it once did It could be a neat way to provide public transport. As well as a speed tram that could go pretty quick. However people will always drive as Christchurch is to spread out with rolleston to rangiora all traveling in with no easy fast reliable public transport available	Thank you for your submission in support of the proposal.	Tyler	Ashcroft	Tropicana outdoor
41	25050	No issue with completing the tram route.	Thank you for your submission in support of the proposal.	Gemma	Dioni	
42	25091	I support this tram route extension and associated work. The trams are a real asset to the city and a link to part of the city's history which I think it is important to foster, especially as we lost so much heritage in the earthquakes.	Thank you for your submission in support of the proposal.	Julie	Robertson-Steel	
43	25099	I fully support proposed tramway extension. It will further enhance the city landscape.	Thank you for your submission in support of the proposal.	Roy	Sinclair	Roy Sinclair Co. Writers
44	25108	Yes!	Thank you for your submission in support of the proposal.	Jennifer	Rouse	CDHB
45	25111	Put the tram all the way down high street. Then up Madras Street then down Cashel St	<p>Thank you for your submission.</p> <p>The proposed route of the tram does not preclude its future extension to the southern block of High Street and beyond should the need be identified.</p>	Ashley	Crook	
46	25117	Good Idea.	Thank you for your submission in support of the proposal.	Geoffrey	Allison	
47	25140	As long as the ratepayers aren't subsidising a private business.	Thank you for your submission in support of the proposal.	Cambell	Miate	
48	25146	Need to ensure tram lines are as safe as possible for cyclists and scooters. If cars were not permitted this would free up space for dedicated cycle and scooter space away from trams and pedestrians.	<p>Thank you for your submission.</p> <p>The proposed plan provides for cyclists and other road users to use the road safely.</p>	Matt	Jackson	
51	25210	This tourist tram reduces road safety while adding nothing to public transport.	<p>Thank you for your submission.</p> <p>Independent tram safety and road safety audits have been completed for the proposed tram extension. Any issues raised regarding safety in these audits have been addressed in the proposed plan.</p>	Dirk	De Lu	Spokes Canterbury

#	Sub ID	Comments	Project Team responses	Name	Name	Business / Org.
			The tram offers an annual pass for those who wish to use the tram as a public transport option.			
52	25277	Tram We support the extension of the tram lines as the trams bring extra people and amenity to the areas. We would appreciate some consideration given as to whether trams could be run along these lines as a form of public transport, especially when the multi-use arena is opened.	Thank you for your submission. The tram operator offers an annual pass for users who wish to use the tram at any time of the year, other than for tourist purposes.	Cameron	Bradley	Generation Zero
53	25309	I think this extension is logical. The tram is an added benefit to the city. It is good to see a more logical route enabled.	Thank you for your submission in support of the proposal.	Robert	Fleming	
54	25310	The completion of the tram route is essential. The trams are a great tourist attraction for Christchurch as evidenced by the numbers of people riding the beautiful restored vintage vehicles. Local people who are able to purchase annual passes are using the tram in increasing numbers. The tram route has linked some of the main features of the city centre and now that the rebuild is becoming more evident in the High St area it makes good sense to complete the circuit as soon as possible.	Thank you for your submission in support of the proposal.	Kenneth	Henderson	
55	25314	Tram Stop: It will be very disappointing if the tram stop is placed on the opposite side of the road to C1 and not at it's closest point to our front door. It will mean that after enduring yet another series of road works, we will have neither a tram stop nor car parks. It will have been all for nothing. Although we can accept that this may catalyse development of that corner - in a field of dreams way, a tram stop in front of the High Street Post Office would have better leverage for Christchurch tourism.	Thank you for your submission. The proposed location of the tram extension and tram stop allows for removal of the majority of the traffic signals in Tuam Street at this intersection. Positioning a tram stop immediately outside C1 would require removal of more car parks than currently proposed and also require the tram to cross Tuam Street. By providing for the tram to turn without crossing Tuam Street, the traffic lights at the intersection can be reduced substantially.	Sam	Crofskey	C1 Espresso
56	25320	Just watch the bike/tram crossings.	Thank you for your submission. The proposed plan provides for safe angles for cycles to cross the tram track and have been reviewed as part of an independent road safety audit.	Justin	Rogers	
57	25329	Good to extend the tram lines and develop the loop and the historic tram stop-similar to the square?	Thank you for your submission in support of the proposal.	Vince	Eichholtz	
59	25335	We support upgrade of tram infrastructure including proposals to minimise overhead wiring and associated support structures.	Thank you for your submission in support of the proposal.	Rachel Ducker		Harrison Grierson Consultants Ltd
61	25351	I support not running the tram up lower High Street and simplifying the street poles at the intersection of Tuam and High.	Thank you for your submission in support of the proposal.	Andrew	Evans	AE Architects Ltd.
62	25361	We support the new tram lines and reduction in number of poles.	Thank you for your submission in support of the proposal.	Richard	Peebles	Peebles Group Ltd
65	25375	I support the tram extension	Thank you for your submission in support of the proposal.	Diane	Truscott	Duncans Lane Limited
66	25378	We support the proposed tram extension and see this as beneficial to the local businesses.	Thank you for your submission in support of the proposal.	Rachel	Gould	181 High Limited
67	25380	Looks good.	Thank you for your submission in support of the proposal.	Jan Jakob	Bornheim	
68	25382	The tram route extension is vital for the success of the businesses in this area. Short stay visitors (eg cruise ship passengers and overnight visitors) will mostly	Thank you for your submission in support of the proposal.	Valerie	Mayer	

#	Sub ID	Comments	Project Team responses	Name	Name	Business / Org.
		not venture into this area and the tram is the ideal way to get them into this corner of the inner city.				
70	25390	I support the proposed tram extension	Thank you for your submission in support of the proposal.	Kris	Inglis	Duncans Lane Ltd and 181 High Ltd
72	25392	Highly supportive of the tram extension.	Thank you for your submission in support of the proposal.	Mark	Macauley	Colliers International
74	25398	I support the Tram extension as proposed	Thank you for your submission in support of the proposal.	Danny	Valentine	D&V Services Ltd
75	25402	Fully support tram route extension around Poplar St and loop back into High St.	Thank you for your submission in support of the proposal.	Mandy	Klapschuweit	
76	25403	The Canterbury District Health Board supports installation of a tram stop which includes seating and shelter proposed.	Thank you for your submission in support of the proposal.	Dr Anna	Stevenson	Community & Public Health, Canterbury District Health Board
77	25407	Part 1: The tram extension project I fully support the tram extension plan but ask that you do all you can to minimise impact on the surrounding businesses. Ensure that contractors DO NOT park in any of the available on street carparks with contractor parking.	Thank you for your submission in support of the proposal.	Paul	Lonsdale	
78	25417			Maka	Angyalova	
79	25437	I think that the tram should be used more as a useful transport service than just as a tourist feature and support all extensions for it.	Thank you for your submission in support of the proposal.	Liss	Bornheim	
80	25070	We have no issues with the proposed tram route. The new route will considerably reduce the number of traffic lights on the High/Tuam Corner, which is visually overloaded.	Thank you for your submission in support of the proposal.	Nicky	Arts	High Street Partners
83	25452	I love the tram, so please extend and make it a general transport option within the CBD.	Thank you for your submission. The tram operator offers an annual pass for users who wish to use the tram at any time of the year, other than for tourist purposes.	Connie	Christensen	
86	25459	<p>TRAM EXTENSION</p> <p>The Tramway Historical Society has long been a strong supporter of the further extension of the tramway along High Street to assist in the revitalisation of this part of the central city and help it to become a "must see" destination for visitors and our own citizens. The tram tracks along Lichfield, Poplar and much of High Street between Manchester and Tuam Streets are mostly already in place, having been constructed in accordance with the 2009 approved and funded plan which would have taken the tram in two stages all the way along High Street and on to Barbadoes Street, returning through the CPIT (now ARA) campus. Stage 1 of the extension, if it had been fully completed, would have seen a loop from Poplar Street back into High Street crossing Tuam Street and passing in front of the historic former High Street Post Office, now C1 Coffee and Alice in Videoland. Because of the earthquakes this didn't happen but in recent years the need to continue the completion of the extension beyond the temporary terminus at Manchester Street, completed in 2015, has been recognised and requested.</p> <p>We applaud the reinstatement of funding for further extending the tram when the Council approved its 2018-28 Long Term Plan a year ago and it is good to see the progress that has since been made in planning and engaging with the</p>	<p>Thank you for your submission in support of the proposal.</p> <p>We note your reference to the length of tram track that will be retained at the end of Poplar Street. The operational use of this portion of the track is being investigated.</p>	Dave	Hinman	The Tramway Historical Society Inc

#	Sub ID	Comments	Project Team responses	Name	Name	Business / Org.
		<p>community. It is pleasing to note that the loop back into High Street from Poplar Street, as requested by CTL and without having to cross Tuam Street, has proven to be feasible and we understand that negotiations for the necessary land purchase are close to completion.</p> <p>It is also good to see that the additional section of line already built along Poplar Street to Tuam Street will not be abandoned and can be used as a stopping and passing bay for trams while retaining a long term option for possibly further extending the system along High Street and beyond as envisaged prior to the earthquakes.</p> <p>We support the request of CTL to have the tram extension in operation by mid May next year in time for the TRENZ event, noting that with much of the track already in place it should be possible to complete the detailed design for the balance and award contracts for construction for this part of the overall project ahead of the associated High and Cashel Street revitalisation work. Some of the tram overhead poles are also in place and continuation of the "contemporary" overhead design, including attachments to buildings where practicable would seem to be a "no brainer".</p>				
90		<p>The Christchurch City Council is part of the Christchurch Attractions Tourism Group. The group operates the Port Hills Gondola, Punting on the Avon, Caterpillar Garden Tours and Thrillseekers Hanmer.</p> <p>Tourism is an integral part of Christchurch and the Christchurch Tramway has played an important part, being an internationally recognised icon of Christchurch. Since commencing operation over 24 years ago, the Christchurch Tramway has integrated itself within the local community and plays an important part with inner city events that Christchurch hosts, both local and international. The Christchurch Tramway gives Christchurch a point of difference with its city tour, tourism charters and the Restaurant Tram which is unique to Christchurch. The tram operation also plays an important part in supporting the Tramway Historical Society's restoration business at Ferrymead.</p> <p>Christchurch Tramway Ltd supports the Council's proposals for the revitalisation of high Street and the tram extension and our comments are as follows:</p> <p>1. Proposed tram route extension, including new poles along Lichfield Street, and the new stop</p> <p>Christchurch Tramway Ltd has been a participant in the on-going engagement process which assisted the Council in evaluating options for the revitalisation of this part of High Street including the further extension of the city tramway. We have seen a series of options evolve into those currently proposed by the Council and now open for wider public consultation.</p> <p>Regarding the tram extension, it is our preference that it terminate in a turnaround loop rather than having a further crossover in High Street between Tuam and St Asaph Streets as earlier proposed. This will provide some additional safety features and operational advantages, obviating the need to change or turn the tram poles and passenger seats, and thus also save some time, as well as allowing for the future return of trailer operation should that be</p>	<p>Thank you for your submission in support of the proposal.</p> <p>We note your reference to the length of tram track that will be retained at the end of Poplar Street. The operational use of this portion of the track is being investigated.</p>	Michael	Esposito	Christchurch Attractions & Hanmer Springs Attractions Tourism Group

#	Sub ID	Comments	Project Team responses	Name	Name	Business / Org.
		<p>needed. Given the impracticality of constructing a turnaround loop further along High Street towards St Asaph Street, the turn from Poplar Street back into High Street at Tuam Street is seen as a good solution. We also support the intention to include a turnout from Poplar, with the track beyond this towards Tuam remaining and accessible for short time stopping and to allow trams to pass, while leaving the option open for possibly further extending the tramway in the future.</p> <p>Having the tram stop located as proposed will give both passengers on the tram a good view along High Street to the south and people in that part of High Street a view of the tram as it arrives, minimising the distance needed to walk to the stop. We do have some concerns however that the location proposed for the tram shelter could restrict those views and request that it be moved further towards Poplar Street, and perhaps turned to be parallel with Poplar Street, thus leaving a clear view to and from High Street. (See below)</p> <p>Attachments</p>  <p>Fig 1. Tram shelter relocation suggestion</p>  <p>Fig 2. High St Signage (south of Manchester St)</p>				

#	Sub ID	Comments	Project Team responses	Name	Name	Business / Org.
		<p>Regarding tram poles required to support the overhead wiring for the tram, we note that some location and other details have yet to be completed and advised. The "contemporary" design adopted for the existing extension in Oxford Terrace, Cashel and High Street Malls and High Street south of Cashel to Manchester would be appropriate for this part of the extension as well. We note that some poles are already in position in Poplar Street and that it may be a tidy solution if attachments to buildings could also be considered, particularly for part of the curve out of Poplar into High.</p> <p>It is great to hear that negotiations are well advanced in relation to the land purchase needed to allow the tram to turn from Poplar into High, following a rail safety audit confirming what is needed for safe operation. We consider that this corner can be transformed into a very attractive tram stop and pedestrian space while encouraging quality adjacent development including an active frontage.</p> <p>We look forward to the early completion of the land purchase as we are keen to see the tram extension agreed and constructed as soon as practicable, and if at all possible able to be in operation by 14 May 2020. This is because that is when the Annual 4 day TRENZ Conference (NZ's largest tourist industry trade show) will commence in Christchurch for the first time since the earthquakes. In 2018 This event attracted 1800 delegates world-wide with 30 countries in attendance. This will be a great opportunity to showcase the tramway and its extension into this rejuvenating area. The Innovation Precinct/SALT District is set to become a "must see" attraction of the Central City and the tramway will be well placed to play its part in bringing visitors and locals to it and assisting in its promotion</p>				
93		We support this proposed tram route extension.	Thank you for your submission in support of the proposal.	Kelvin	Ovington	Off and On
95		I support the tram route extension as shown on the proposals. However special allowances must be made for the difficulty of having tram tracks along a narrow roadway (High Street) where there is limited space for cyclists and motor vehicles as detailed in the previous section. This is especially important for cyclists who cannot cross tram tracks at a shallow angle without encountering significant hazards.	Thank you for your submission in support of the proposal. The project team is satisfied that the provision for cyclists near the tram tracks is safe. An independent road safety audit has been completed and issues related to the tram have been addressed.	Patrick	Dunford	Christchurch Transport Blog
98		The route planned looks very good. I always understood the trams would travel to ARA Polytech is this still likely to happen? The poles positions look acceptable, they have to be there for the trams anyway. The extension to the tram lines is great, needs to be done	Thank you for your submission in support of the proposal. The current extension provides for a future extension further south if that is considered in the future.	Lois	Lee	
100	25812	In many cities around the world trams are a popular and highly efficient mode of public transport as well as a tourist attraction. Ōtākaro suggest that over the longer term Council could consider integrating the tram network into the public transport system. Again, this would create a point of difference for this part of the city and assist the city in planning for the future and reducing the reliance on car transport in the city.	Thank you for your submission in support of the proposal. We note your suggestion regarding future integration of the tram into the public transport system. The proposed extension does not preclude a further extension of the tram route or its possible development as part of the public transport network.	Lizzie	Pearson	Ōtākaro Limited