

Summary submission form

Instructions

You may send us your submission...

Please read before completing your submission

It will help us process your submission if you clearly state the issue you want the Council to consider, what specific action you think the Council should take, and why that should be done.

If you wish, you can present your submission at a hearing. (If that is the case, please tick the box). The hearings will be held between Thursday 25 May and Wednesday 7 June 2006. Generally, 10 minutes are allocated for hearing each submission, including time for questions.

It will help us if your submission also refers to the page of either the full version or the summary version.

Please note: we are legally required to make all written or electronic submissions available to Councillors and to the public. This includes the name and address of the submitter. All submissions will be published on the Council's website from 10 May 2006.

No anonymous submissions will be accepted.

By mail

Please mail your submission (no stamp is required) to:

Freepost 178
Our Community Plan
Christchurch City Council
PO Box 237
Christchurch 8003

By email

Please email your submission to:
ccc-plan@ccc.govt.nz
Please make sure that your full name and address is included with your submission.

On the internet

You may enter your submission using the form provided on the Council's web site at:
<http://www.ccc.govt.nz>
Please follow all the instructions on the web site.

Please remember to indicate if you wish to present your submission in person at one of the hearings.

Please ensure your submission arrives no later than Friday 5 May 2006.

Your submission

You may use this form for your submission on the draft Our Community Plan if you wish. Whether you use this form or not, please include your name, address and contact telephone number with your submission.

Tick one ☐ I do NOT wish to present my submission at the hearing, and ask that this written submission be considered OR ☒ I wish to talk to the main points in my written submission at the hearings to be held between Thursday 25 May and Wednesday 7 June 2006

Are you completing this submission: ☐ For yourself ☒ On behalf of a group or organisation

If you are representing a group or organisation, how many people do you represent? 14 TENANTS

My submission refers to: ☒ Full version ☐ Page No. ☐ Summary version ☐ Page No.

Do you also want to respond to: ☒ Development Contributions ☐ Aquatic Facilities ☐ Other

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LTCCP SUBMISSION

MAY 2006.

On behalf of the Guthrey Centre we wish to submit our response to the draft Long Term Council Community Plan and wish to support this submission with a presentation to the Christchurch City Council.

STRATEGIC VISION FOR THE CENTRAL CITY

We wish to commend the Council for its initiative in having commenced the planning of the proposed upgrade of City Mall and the area south of the city between Lichfield Street and Morehouse Avenue, and in particular utilising the assistance of internationally recognised urban design consultants. It is essential however, that at the same time, an overall strategic plan for the Central City be developed and agreed. In this respect we wish to comment on a number of initiatives within the draft plan as follows:

BUS EXCHANGE

The Council has advised that the existing Exchange is already near capacity and that \$59.5 million is earmarked for its expansion. In our view the Exchange should either be tripled in size by extending it across the road from its existing site, alternatively a second Exchange should be built on the north side of the Square. If it is extended across the road we envisage a bridge being added to assist in freeing up traffic on Lichfield Street. This site has the added advantage of backing on to the existing City Council chambers which we envisage in time being converted to a car park building.

We believe that much of the present congestion in the inner city is caused by buses entering and leaving the present Exchange, buses utilising bus stops on Colombo Street between City Mall and Lichfield Street, and the number of empty or near empty buses moving up and down Colombo Street throughout the day.



ONE WAY SYSTEM

Whilst there has been recent debate regarding turning Lichfield Street from one way into two way it is our view that all of the 8 major one way streets within the Four Avenues be abandoned and returned to two way streets. In particular Lichfield Street and St Asaph Streets should be two way. The existing one way streets do nothing to assist City businesses as these streets are simply highways for the purpose of people bypassing the city. The Four Avenues should be used for this purpose. As well as getting rid of the one way system, all of the existing signs telling drivers not to turn left or right should also be abandoned. In essence people should be able to drive down any inner street they wish and turn left and right wherever they wish. We believe this will reduce congestion as the vast majority of people using the inner city streets will be those who have a particular need to do so.

THE SQUARE

Slow traffic should be allowed to move around all four sides of the Square. Christchurch markets itself as the Garden City but there is little evidence of this in the Square. In our view there should be more colour in the centre of the Square created by flower gardens.

CITY MALL

We believe it is essential that vehicles be allowed back into City Mall. There should be a slow road created on the north side of the Mall, two way, similar to the Strip and Worcester Boulevard with a small amount of car parking allowed, particularly at night. There should still be space for a wide pedestrian boulevard on the south side of the Mall for cafes, other retail and entertainment.

An article in the New York Times on 13 December 1987 entitled 'Replacing the downtown mall with traffic' noted that Eugene, Oregon, Independence, Missouri, Jackson, Michigan and Champagne Illinois have turned their malls back into streets again and no doubt others have done so since.

Recently the city of Buffalo (population 300,000 people!!) researched the experience of 72 other cities regarding pedestrian malls. It found that 83% had completely or partially reopened the pedestrian malls to vehicular traffic and that only 11% considered their pedestrian malls to be successful. From the research it appears that in the USA only tourist destinations such as Aspen, Colorado, university towns with large numbers of people without vehicles, and large cities with significant numbers of employees and residents within 5 minute walking distance, proved to have successful inner city pedestrian malls. Surveys indicated that poor access and perceived safety concerns as the most negative aspects of the downtown area. The research also showed that streets should almost never be totally closed to traffic. Numerous people walking on the sidewalk and slow cars passing by, can be a sign of downtown health.

The lesson that has been learnt in the USA is that the application of suburban design concepts to City centre spaces was destined to fail because it did not recognise the essential characteristics that make the urban street an attractive and social space. Most US cities removed their pedestrian malls when public officials and property owners realised the need for accessibility and visibility.

Parts of City Mall also need to be covered by a glazed roof particularly in the area between Colombo Street and Oxford Terrace. This would enable better use of the Mall in all weathers. In addition large Artworks at the Eastern end of the mall would help provide shelter from the prevailing easterly and south easterly winds. Most of the trees in City Mall are now too big and in many cases distract from the architecture of the better quality buildings, we believe these should be removed as part of the upgrade of the Mall.

We believe that City Mall needs to be professionally marketed. The aim should be that an event such as The World Buskers Festival is held in City Mall at least once every two months. If professionally marketed there is a greater likelihood of more standardised operating hours being achieved, as well as greater public awareness of the benefits of shopping in City Mall. The funding for this should come from parking fees (noting that parking is free in the suburban shopping malls).

TARGETED RATE FOR FUNDING THE UPGRADE OF CITY MALL

We strongly oppose the proposed targeted rate. The Council should take responsibility for the Mall upgrade through the general rate. The Council should be mindful of its roll in the past in allowing the current over development of retail in the suburbs through lack of planning and also the decision to sell to some Mall developers parts of roads for expansion.

CAR PARKING

In our view there is already a need for a new car park building in Lichfield Street to serve the needs of City Mall shoppers. This need is compounded by the proposal to shortly redevelop the Ngai Tahu site in Cashel Street, currently being used for public car parking.

The most effective assistance that the council has provided to inner city retail in recent years is the one hour free carparking. In our view not only should this remain intact indefinitely, it should be extended to two hours. It should not be forgotten that the Suburban Malls offer free parking all day. Greater use of technology should be used in the existing car park buildings thus allowing them to stay open later at night and in weekends.

MARKETING

We support the marketing initiatives being undertaken by the Canterbury Employers Chamber of Commerce and recommend that there be at least a 10 year commitment to the current contract with the Chamber. It should not be forgotten that the bulk of the funding for the campaign came from increased car park charges. In the event that funding for the campaign is ceased, the allocated funds should all be used to reduce car parking charges.

INNER CITY DEVELOPMENT

In our view it is essential that inner city housing be encouraged and assisted where possible. This includes moderately priced new apartment buildings, if need be relaxing the rules as they relate to car parking provisions for inner city apartments. We fully support the council's aim of at least 30,000 people living within the four avenues.

The Council needs to encourage the two Universities to open inner city campuses such as commerce and law. The Council should also encourage and assist the building of at least two new inner city International Hotels. There is also a need to encourage the development of new inner city office buildings. We are aware of the ongoing development of office buildings in the suburbs which offer the benefit of significantly cheaper car parking for staff and clients.

We look forward to the opportunity to talk through the main points of our submission.

Peter Guthrey.



For The Guthrey Centre