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**From:** Environment Canterbury  
**Sent:** Monday, 29 January 2024 8:45 am  
**To:**  
**Subject:** Regional Land Transport Plan submission

Anonymous User just submitted the survey 'Draft Regional Land Transport Plan submission' with the responses below.

**First name**

Vivienne

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**Surname**

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**Email address**

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**Are you giving feedback on behalf of an organisation?**

No

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**Select your local city or district council:**

Christchurch City Council

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**Tell us how important each of these objectives is to you:**

<b>Maintenance</b>	Very important
<b>Resilience</b>	Very important
<b>Emissions</b>	Important
<b>Growth</b>	Very important
<b>Safety</b>	Very important
<b>Freight</b>	Important

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**Target 1: 40% reduction in deaths and serious injuries on Canterbury roads by 2030**

I agree with the statement of a 40% reduction in deaths and serious injuries on Canterbury roads by 2030. By supporting this objective, you're indicating a commitment to prioritising safety measures, such as improved infrastructure, enhanced enforcement, public awareness campaigns, and technological advancements in vehicle safety. Achieving a significant reduction in deaths and serious injuries would not only save lives but also improve the overall well-being and quality of life for residents in the Canterbury region. This reduction target reflects a proactive approach to address road safety challenges and underscores the importance of collaboration among stakeholders, including the regional and district councils, local communities, law enforcement, and Waka Kotahi. It acknowledges the need for sustained efforts and investments to create safer road environments for all road users. Endorsing the goal of a 40% reduction in deaths and serious injuries on Canterbury roads by 2030 demonstrates a commitment to promoting road safety and ensuring a more secure transportation system for current and future generations.

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**Target 2: 41% reduction in greenhouse gas emissions from land transport in Canterbury by 2035**

Endorsing a 41% reduction in greenhouse gas emissions from land transport in Canterbury by 2035 aligns with the global imperative to combat climate change and transition to sustainable transportation systems. By supporting this target, we acknowledge the urgency of reducing emissions from the transport sector, a significant contributor to greenhouse gas emissions. Advancing this goal demonstrates a commitment to addressing climate change at the regional level and recognising the role of transportation in achieving emission reduction targets. It signals a proactive approach to transitioning towards cleaner and more efficient modes of transportation, such as electric vehicles, public transit, cycling infrastructure, and walking pathways. By setting ambitious targets for emission reductions, Canterbury can lead by example and inspire other regions to follow suit, contributing to broader efforts to mitigate climate change impacts. Achieving a 41% reduction in greenhouse gas emissions from land transport by 2035 requires coordinated action, investment in sustainable infrastructure, incentivising low-carbon transportation options, and promoting behavioural shifts towards more eco-friendly travel habits. Supporting a 41% reduction in greenhouse gas emissions from land transport in Canterbury by 2035 underscores the region's commitment to sustainability, resilience, and environmental stewardship. It signifies a collective effort to address the climate crisis while promoting cleaner, greener, and healthier communities for current and future generations.

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**Target 3: 100% increase in tonnage of freight moved by rail in Canterbury by 2034**

Endorsing a 100% increase in the tonnage of freight moved by rail in Canterbury by a date earlier than 2034, I feel, reflects a proactive stance towards enhancing sustainability and efficiency in freight transportation. By advancing this target, we acknowledge the benefits of shifting freight from road to rail, including reduced congestion, lower emissions, and improved road safety. Bringing forward the timeline for this objective demonstrates a sense of urgency in promoting rail as a preferred mode of freight transport. It underscores the importance of investing in rail infrastructure, improving intermodal connectivity, and incentivising businesses to utilise rail freight services. Achieving a 100% increase in rail freight tonnage before 2034 requires concerted efforts from all agencies, industry stakeholders, and the community. This may involve strategic investments in rail infrastructure upgrades, and innovative logistical solutions to facilitate the efficient movement of goods by rail. By setting an earlier target for increasing rail freight tonnage, Canterbury can reap the benefits of a more sustainable and resilient freight transportation network sooner, contributing to economic growth, environmental protection, and improved liveability in the region. I think supporting an accelerated timeline for a 100% increase in rail freight tonnage in Canterbury reflects a commitment to sustainability, efficiency, and innovation in freight transportation. It demonstrates leadership in addressing transportation challenges while striving for a more prosperous and sustainable future for the region.

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**Tell us how important each of these priorities is to you:**

Create a well-maintained network	Very important
Manage risk of exposure to extreme events	Very important
Support and develop connected public and active transport networks	Important
Implementing safer systems (Road to Zero)	Very important
Support and develop freight systems connecting to air, rail and sea	Very important

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**Do you support investigating alternative approaches to fund transport system improvements?**

Yes

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**What sources of funding do you think could be used to pay for regionally significant improvements:**

To fund significant improvements in transportation infrastructure, a variety of funding sources could be considered. These might include: City or Regional Government Packages: Allocate funds from the city, district, regional, or central government budgets specifically designated for infrastructure development projects. New Taxes or Tolls: Introduce tolls on congestion pricing to generate revenue for infrastructure investments. Public-Private Partnerships: Form partnerships with private entities to finance, build, and operate transportation projects, leveraging private investment while sharing risks and responsibilities. Grants and Funding Programs: Seek grants and funding opportunities from regional, national, or international organisations to support specific transportation projects aligned with our objectives and priorities. Development Impact Fees: Impose fees on new developments to mitigate the impact of increased traffic and demand for infrastructure, earmarking revenue for transportation improvements in affected areas. Bond Issuance: Issue bonds to raise capital for large-scale infrastructure projects, with repayment facilitated through future revenue streams or tax revenues.

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**Are these the right measures of success?**

Yes, these are the right measures.

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**Would you like to speak to your submission at a hearing in March?**

No

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