
From: Environment Canterbury
Sent: Saturday, 3 February 2024 12:49 pm
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

Robert

Surname

Devlin

Email address

Are you giving feedback on behalf of an organisation?

No

Select your local city or district council:

Waimakariri District Council

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

Maintenance	Very important
Resilience	Very important
Emissions	Very important
Growth	Important
Safety	Very important
Freight	Very important

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

approved

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

approved

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

approved

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	Very important
Implementing safer systems (Road to Zero)	Very important
Support and develop freight systems connecting to air, rail and sea	Very important

Are there specific actions you think should be taken to help achieve these priorities?

2. Park Ride. I salute Councils for this innovation. Perhaps a further refinement could be the installation of solar panels on council buildings in park ride complexes to provide energy requirements for those who park EV vehicles. This would encourage more users of the public transport system. It would go towards councils meeting emissions reductions goals and towards providing enhanced resilience for the transport system. The River Road park ride facility in Rangiora is next door to another government agency who may possibly be called on to offer a service of checking the use of EV charging. A drop box for car keys could be set up for shifting vehicles so that there is a rotating use of EV chargers. E-mail alerts to the agency and to the car owner, could be arranged so that EV cars could be swapped once charged. Council may consider incentives to D.O.C. to take part in such a pilot scheme.

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

Yes

Are there other monitoring indicators or measures of success that you think should be included?

I travelled on bus 1 from Rangiora to Cashmere Dyers Pass roundabout on Tuesday 30 Jan with Paula as the driver. Observations: The lady with the wheeled frame walker who boarded in High St and alighted by the Palm Tree near Pack n Save (Rangiora), was cheerfully greeted and treated with care and dignity. She was helped on and off the bus by Paula, who pointed out where to catch the return bus. Well done Paula! For those with mobility issues this service is a real blessing. However crossing Southbrook Road to catch the return bus, with a well loaded wheeled frame Walker maybe problematic. Awareness of this issue is understood by most drivers and by most wheeled frame walkers. Transport planners and councilors would be well advised to travel on a bus at gold card times to observe how mobility impaired travellers are able to face these challenges. Access to supermarkets through public transport would allow some older persons to remain in their own homes for as long possible before being shuffled off to residential care, thus earning councils credit for meeting community resilience and well- being targets.

Do you have any other comments that you would like to make on the draft Plan?

3. Airless interiors of busses. The upper deck at the rear of the bus is hot and claustrophobic due to lack of circulating air. (Probably a hot bed for covid viruses). That is a major deterrent for travelling by bus. 4. Uniform \$2 fare regardless of how far you travel: This is brilliant. It reduces cash handling times and speeds up passenger upload times. I am yet to try the new metrocard, but I did witness most passengers using the card, with minimum time spent entering the bus, thus providing a more efficient service. 5. Seat height in buses: This passenger, who has short legs, suffered from cramp due the high seat. He travelled from Rangiora through to Cashmere, sitting in the front seat nearest the driver. "Decramping" by walking took 20 minutes to regain use of both legs. A similar experience 25 years ago suggests not an age related issue but rather an issue of ergonomics and seat design, including height from floor. Are all seats at a uniform height?

If you would like to add a file with your submission, please do so here.

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

No
