
From: Environment Canterbury
Sent: Saturday, 10 February 2024 7:56 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

hessel

Surname

van wieren

Email address

Are you giving feedback on behalf of an organisation?

No

Select your local city or district council:

Christchurch City Council

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

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

If you think we should consider other objectives, please describe what they are and why they should be considered:

Growth issue is skewed. This submission is only needed because GROWTH ie housing and rural development and population has exceeded capacity of infrastructure due to planning and funding foresight A partial or selective moratorium on development for a time is required to provide catch up. This needs to be nationwide at Govt level ,otherwise at this rate Districts and govt infrastructure will continue to cause increased disruption and chaos. Continued unplanned and unfunded along with immigration GROWTH at all costs is a recipe for disaster

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

This is really a false view of the problem. The real issue is 1. As i've mentioned no one has had regard for the fact that since 2000 NZ population has increased by over 1 MILLION. This the GREATEST increase in the SHORTEST TIME in NZ History!!!. 2 .So of course this huge intensification impacts vehicles on roads, and along with that is the increased amount of immigrants who are not used to NZ roads. Of course there will be more crashes because of the over 2 decades of INFRASTRUCTURE backlog !!!!! Its that simple. Unplanned, and unfunded Growth, leads to problems, and SO this a political problem of alarming proportions and thats where the Issue needs REFORMED monetary policy

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

Of course this needed, but as above, if there isn't the real Central Govt framework reform , with a rejection of the Neoliberal Market led model we just continue kicking the same issues down the ROAD. Just like this Plan Submission . (there have been quite few on transport in last 2 decades. I have submitted at least 2x on several

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

Of course this a no brainer Rail should be used. I and others are sick of going down Multi Million \$ motor ways through canterbury near 100 year old rail lines with nothing on them, but the ROADS are peaked out with Vehicles. Its just MADNESS and we have been Socially Engineered to accept this.

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?

These questions are a bit as they should all be normal goals and policy of a modern Democracy, with forward looking planning and economic governance.

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

Yes

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

There are alternatives to current DEBT funding and PPP models, that can be used under the Reserve bank Act. The use of RB Credit ,via Treasury Bond buying by the Reserve Bank and directly Funded into NZ public Infrastructure projects , is a mechanism used recently by the Labour Govt for the covid outbreak rescue package. (Even previous PM Jim Bolger confirmed this in an interview ,but the Media and most others totally ignored it. Another Journalist has picked this up in an article with OIA papers showing this. This option which is largely ignored due to Bank pressure and Neoliberal Economists, is highlighted by 35 economists from around the Globe in a letter to the UK Govt in 2016 " A post Brexit economic policy reset for the UK is essential" (the 4th para highlights the funding option) In case you think this nonsense you should know that at least one of these Economists is Prof Steve Keen, who not only predicted the GFC, but also why!!! and unless we have reforms, it will happen again. So as far as i know no NZ Bank , Treasury or Reserve Bank Economist , has ever predicted this, which begs the question who is smarter? Only BILLIONS of \$ amounts of (QE) Quantatative Easing by central banks has temporarily staved off the problem.

Are these the right measures of success?

No, these are not the right measures.

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

Indicators are a bit arbitrary . You all or should know what is required in transport by now with multitude decades of reports and stats. IE . We and most people know that the Asburton , Rakaia and Rakaia rail overpass are WAY over due for replacement. BUT it all comes down to Financial management and Funding. We can play around with indicators and reports till the Cows come home but it wont deliver the goods

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

My main aim in completing this survey is the promotion of the use of the existing rail network in canterbury. I have submitted previously my solutions, as many others have, but told some cant work. My basic premise is that the existing network travels through most canterbury towns and in CHCH goes through most of the industrial , commercial and near the CBD (moorhouse Ave) areas where hey presto there once was a railway station) . Where also expansion of the tram system could link up with. This network could be used to place strategic stations with local commuter bus transfers to work places, etc and expanded by demand. Even in an article in July 2021, another REPORT mentioned this" in transferring to a connector service from Riccarton into the city." ????? It also mentions electrification???? this not needed!! In 2022 Miro Rail launched their intention to introduce the latest Technology, Battery Powered Electric rail cars. in Nz., which are already used overseas!!!! We used to have Railcars in NZ and are a PRIME idea for regional rail transport in canterbury. Whats happened to this????? Even a impediment made

by a person from a previous response to me , in saying one of the problems is Freight Train traffic and passing trains, is as we have had PASSING SIDINGS for over a hundred years, AND recently KIWIRAIL have instituted a brand new Nation Wide Rail Traffic Computer control system. An additional comment. I recently checked on a company in the Opawa / woolston area , where there are over 3000 business. This just 1 business had staff transfer from rolleston to Opawa by car. AND yet the rail line through there to lyttleton was a short distance from this work place. If Wellington can have a very good regional commuter rail system, then on a flat plain of canterbury with an existing line there is no excuse. Far better than building more MULTI MILLION DOLLAR motorways on ever decreasing land available

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?

Yes

Please provide a contact phone number so we can arrange a suitable time for you to speak at a hearing:
