
From: Environment Canterbury
Sent: Saturday, 17 February 2024 11:31 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

Don

Surname

Fraser

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	Important

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

Compactness, Embodied energy, Human & environmental Health - these are objectives that unless considered as primary goals can lead to compromised outcomes with regard to existing goals - or worse still perverse outcomes. For instance compactness (of urban areas and therefore road networks) if not considered will lead to unaffordable blowouts in maintenance costs, emissions, and reliance on road transport (which is less safe & less resilient than cycling, walking, shipping & rail).

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

The 10% investment target for non road / rail transport (no mention of shipping at all) makes a mockery of this target - forcing continued use of high emissions road transport on a network shared by everything from child pedestrians to twin trailer milk tankers. The Kaikoura coast road freight route is a particular case in point.

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

The 10% investment target for non road / rail transport (no mention of shipping at all) makes a mockery of this target - road transport being far higher in emissions. Wholesale central govt abandonment of sustainability goals around transport undermine this further.

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

The 10% investment target for non road / rail transport (no mention of shipping at all) makes a mockery of this target for obvious reasons. Furthermore the target should be for an exponential increase in percentage of TOTAL freight movement, not tonnage - ie proportion of freight moved - whatever that is.

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?

Less reliance on trucking & private cars & progressive tax on inefficient vehicles ie regional fuel tax, heavy private vehicle tax, cycle, electric bike and ev incentives would all assist meeting these priority objectives.

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:

See previous answer. Regional taxation should also be protected from central govt meddling as in the case of the Auckland fuel tax cancellation.

Are these the right measures of success?

Don't know

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

Environmental & Human health indicators such as emissions per km traveled, cycling and walking journeys, truck km NOT traveled.

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

No.

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

No
