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**From:** Environment Canterbury  
**Sent:** Monday, 26 February 2024 5:21 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**

Douglas

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**Surname**

Horrell

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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>	Neutral
<b>Resilience</b>	Important
<b>Emissions</b>	Very important
<b>Growth</b>	Not important
<b>Safety</b>	Very important
<b>Freight</b>	Neutral

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

Cost effective over lifetime eg. roads for cars and trucks require a lot of ongoing investment but bike and pedestrian infrastructure lasts a lot longer and gives much greater bang for buck.

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

We should have a more ambitious target. I support at least 50% reduction below gross 2005 levels by 2030, in line with NZ's Nationally Determined Contribution (NDC1) under the Paris Agreement

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

Why not much much more? What's the cost of underwriting heavy road vehicle damage over the next decade? Prioritise rail to give businesses confidence to invest in rail-compatible strategies.

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

Create a well-maintained network	Neutral
Manage risk of exposure to extreme events	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	Neutral

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

Long distance air and road freight conflict directly with climate commitments. We shouldn't be trying to be carrying on with BAU in a rapidly changing world. Support and develop coastal shipping and rail as a climate priority to meet CO2 reduction targets and create a sustainable change to our freight system. Prioritise projects that move people, not vehicles, especially those that are aligned with Vision Zero/low emission outcomes.

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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:**

No Answer

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

No, these are not the right measures.

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

Movements of people, not vehicles. Less km traveled in relation to same GDP. Declining traffic counts as a healthy indicator of freeing up roads for essential use i.e. local freight, mobility for disabled and elderly.

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

Need to focus this plan on the needs of tomorrow rather than duplicating the practices (and mistakes) of today. There will be change to how we move people and freight around - regional councils need to provide leadership so that people can flourish as they change. Not enable the status quo and kick the problems of BAU down the road to future ratepayers. Keep active and increasingly safe transport of people - not vehicles, at the front of priorities.

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

No

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