

Submission on the Draft Regional Land Transport Plan RLTP plan 2024

25 Feb 2024

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Yes we would like to speak at the hearing in March

The form was filled out on line but wouldn't send so have done a manual submission instead.

Our 30-year vision is 'an innovative, resilient, low emissions transport system that helps Canterbury thrive for generations'.

To deliver this vision we have revised the objectives that guide our investment priorities

Additional objectives: consider these below objectives:

1. Historically & Culturally significant Maori landscape & Moari Reserve land & archaeological & cultural site(s) Must be a "No go zone" for motorways . We need to preserve and celebrate Maori History. We need to know of the pa sites & battles. le Woodend By Pass is located entirely through this highly significant & historic Maori cultural area landscape. , (Taking of Maori Reserve land 873, destroying archaeological & cultural sites and harming most waters between the Waimac & Ashley River. (Diverting streams, long culverts, blocking fish passage, wrecking stream side habitat wetlands & waterways. Water & habitats will be effected by contaminates (motorway run off , leaching from old Gladstone Rd rubbish dump)

Please refer to: *Notice of Requirement – Woodend Corridor Decision of the NZ Transport Agency as Requiring Authority*
17 July 2015

2. Significant ecological areas (new & existing habitat) & biodiversity hot spots, recreational areas such as lakes are to be preserved for future generations to enjoy. Freshwater lakes are good water source for fire fighting. These areas must be a "No go zone" for motorways & roads.
le: Woodend By Pass fills in the fresh water shingle pit lakes and effects most of the waterways between the Ashley and the Waimac, plus many wetlands & habitats which are of significant biodiversity & ecological value. Shingle pits water was used for the Woodend beach fire fighting. Not a good use of a massive fresh water resource to fill in shingle pit lakes. These shingle pit lakes have been used to supply concrete enabling the rebuild of Christchurch. They are a wonderful sports & recreation lakes used by private clubs. This new fresh water resource also feeds a lot of native birds which feed on plentiful eels & fish etc. (ie Spoonbills, White Heron's, shags, Grebe's, many species of ducks, Bitten are nearby, etc)

3. Need. Are traffic volumes significant enough now. Compared to Auckland motorways, where congestion is a fact of life.
 ie: Woodend By Pass is only busy at peak times, so is not needed at the moment. Future growth is heading inland. Local road improvements like two lanes from Pineacres, roundabouts, turning bays is a lot cheaper.
4. Cost
 Value for money spent. Flashy expensive motorways is no a good use of tax payers money, while the rest of the roading network suffers.
 ie: Woodend By Pass is very expensive due to filling in massive fresh water lakes of North Sands shingle pits. Building expensive structures on liquefaction & tsunami council zone maps. Also lateral spreading issues around Kaiapoi & fresh water shingle pits lakes where banks to slip & subsided.
5. Changing, Adapting & Reviewing Transport Plans. Urban Growth Patterns have changed after the earthquake, and will change in the future, due to Climate Change, Flooding, Sea Level Rise and infrastructure must move (at least 20km) away from coast. Leave the natural coastal dunes and wetland systems to protect us from future coastal erosion & flooding.)
 ie Woodend By Pass is in the dune & wetland system zone. The existing motorway between Kaiapoi and Pineacres was only just above flooding level (ie former massive wetland area. The Ashley river & road north of Ashley has been closed many times due to flooding. Ashley Bridge is too close to the Ashley River mouth. So much land use has changed from whenteh Woodend By Pass was first tabled again, before the earthquakes. There is a huge fresh water shingle pit lake now, which took years to dig at North end Sands which Woodend By Pass will fill in. The city has moved west. Northern link route best to go west of airport, West of Rangiora, West of Amberley, West of Waipara and next inland to Hammer Road. Could improve local roads & link them together.
 In 2024 Woodend By Pass now starts in urban North Kaiapoi (South Side of Lees Road & very close to the Kaiapoi Lakes Reserve (The northern lake is still to be landscaped by council) and finishes in Woodend itself before Pegasus Subdivision in Woodend. It's definitely not a By Pass at all!

Are there specific actions you think should be taken to help achieve these priorities?
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1. All projects need to be reviewed to ensure they the achieve the above & extra objectives.

Our world has changed. Earthquakes, weather events & flooding climate change and sea level rise are here. We need to preserve the historic & cultural Maori landscapes, & new significant ecological areas & biodiversity hots spots. The old day of building a road through anything significant have gone. We are building further inland & our transport system need to move inland too to future proof for future generations. The way we move has changed, we use bikes, trails.

ie Woodend By Pass need to change & adapt & Northern link to go inland, West of Airport, West of Rangiora, West of Amberley, West of Waipara and next inland to Hammer Road. Could improve local roads & link them together. Not the current

traffic volumes warrant building a new motorway. No need at all if the Northern Link is moved inland.

Please refer to Change.org "Save Kaiapoi historically significant cultural area, water sports lake, recreational land" Currently have over 300 sign the petition.

Move the Woodend By Pass down the project ranking list to the bottom. Delete it if possible.

2. Trains

North Canterbury towns could linked more with use the trains for commuter passengers Amberley, Rangiora & Kaiapoi into Christchurch return.

Other sources of funding could include city or regional government packages, new taxes, tolls, institutional arrangements or private investment in public infrastructure.

1. Only use the funds available. Interest rates too high to have too much debt.
2. Not a fan of toll roads. (imagine a toll on Woodend By Pass, no one would use it.)
3. Woodend By Pass must be dropped down the list as it is not currently needed (traffic nothing compared to Auckland motorways). Over 700 million and counting! More bang for your buck upgrading many local road networks.