
From: Environment Canterbury
Sent: Monday, 26 February 2024 3:36 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

Fiona

Surname

Bennetts

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

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

A well-functioning transport system provides people with safe, attractive, and equitable choices about the way they are able to travel, giving people practical options to get to destinations by cycling, walking, taking public transport, or where necessary to, using a car. The transport network should prioritise active transport while allowing for a seamless transition between modes.

- Make cycling attractive by:
 - o Reducing speeds (both in rural and in urban settings) to make cycling safer for all (people should be able to cycle on any road that is not a motorway, not just on separated cycling facilities where these facilities exist, as people should be able to cycle for transport and recreation, not just to/from education/work)
 - o building separated cycleways to popular destinations in a joined-up network
 - o providing safe ways to cross busy streets and intersections
 - o providing secure cycle parking facilities
 - o providing short-cuts specifically for cyclists and pedestrians. They should be purposefully designed into new sub-divisions.
 - o taking opportunities to include cycle infrastructure when maintenance is done or new facilities are built
 - o Regularly reviewing and improving infrastructure based on experience and use. An example is providing extra space for cyclists at high use intersections, or increasing the light phase.
- Park and ride strategies should include the ability to bike to public transport that has secure bike parking provided, or put your bike on the bus (Timaru MyWay vehicles could have bike racks added)
- Prioritise safe cycling for children to get to school
- Support the increasing diversity of people who can choose to use an e-bike, trike, cargo bike, mobility scooter or other forms of active transport. This includes families and those less able who may be unable to legally drive for a variety of reasons.
- Support cycling used for efficient movements of goods and services (e.g. food deliveries, cycle couriers)
- Encourage increased electrification in transport, particularly in populated areas, as it leads to significant health benefits with reductions in CO2 and NO2, but also regionally to allow people to take EVs on longer trips. Some people feel forced to keep/buy a petrol or hybrid car for these longer trips as there aren't enough charging stations in the South Island due to towns being more spread out. Growing transport emissions comes from not just from increases in population and economic growth but also from lack of safe and attractive alternatives. Parts of Christchurch (Halswell, Casebrook, Prestons), Rolleston, Lincoln, Prebbleton, Kaiapoi and Rangiora grew rapidly after the earthquakes without first investing in public and active transport to support the shift in population. Continued housing expansion into areas without amenities and on productive land should be stopped.

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

Can this be a greater percentage reduction or a sooner target date? Which initiatives are going to bring about this change? Speed reductions are super effective, especially when supported by NZ Police and infrastructure. Is this across both state highways and local roads? What is being done to prevent young male drivers (predominantly) wrapping themselves around power poles? What is being done to prevent cyclists and pedestrians being run over?

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

I'm glad to see the target for reductions has increased. Is this ambitious enough? Could we reduce more and sooner? Which initiatives are bringing about this reduction? Surely we need to put more money into active and public transport to reduce VKT (including flights). Where's the mass rapid transit? Where's the passenger rail across the entire South Island to get tourists and locals alike out of private motor vehicles? Where's the linked services to enable cycle touring without a car to drop off and pick up, since the Intercity bus requires bikes to be out in a cardboard box and still no guarantee of it fitting on the bus?

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

I'm surprised the 2021 plan had no dates set for these headline targets. It is good to have dates. Again, is this a bold enough increase and a fast enough timeline?

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

Create a well-maintained network	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	Important

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

Create a well-maintained network: Maintenance is important, especially in earthquake damaged areas. Please build back stronger and more resilient transport networks that also cater to cyclists, pedestrians, mobility scooters, etc. to provide equitable access. Manage risk of exposure to extreme events: Ensure key assets like the railways and tunnels are strong and a plan is in place for when things go wrong. Having multiple options is useful - cycleways are a great alternative when roads are damaged. Support and develop connected public and active transport networks: This work is essential to reduce emissions and provide equitable access to different transport options. Active and public transport also builds community, and we all know how important communities are in times of disaster. Please prioritise the Major cycleways in Chch (all of them, not just some), and connecting those cycleways all across the city. Please provide cycling facilities in and between other towns. Keep building off-road paths between towns, e.g. between Kimbell and Tekapo. Provide better public transport all across the Region with bikes on buses in all places, and more bicycle parking facilities at bus stops. Implementing safer systems (Road to Zero): Speed reductions are essential. NZ Police, speed cameras, and infrastructure to support these changes are also super important. Please keep reducing speed limits in cities and rurally. Please install median barriers in high-crash areas (e.g. near Sefton on SH1). Support and develop freight systems connecting to air, rail and sea: Provide better connections between businesses, Lyttelton, and the inland port. Incentivise moving freight onto rail.

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:

Fuel tax, tax on kilometers travelled (EVs), rates

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?

It appears you wish to see an increase in vehicle kilometers travelled rather than a decrease. Canterbury should have better quality roads that last longer and a more pleasant to use - i.e. more asphalt and less chip seal. Chip seal is quickly ruined by impatient drivers, it's terribly slow and bumpy to ride a bike on, and it doesn't last as long as it should due to trucks, buses, and utes driving too fast around corners etc. Please be more realistic in the cost-benefit analysis when choosing between asphalt and chip seal. Please consider what it's like to ride a bike over all the loose chip that get spat out by motor vehicles and never cleared away despite ongoing requests. Measuring active transport success should not be solely based on kilometres of the network. Install more rider counters (i.e. in places where there is also no cycling infrastructure (yet) and measure increases in riders. The NE and NW corners of Christchurch are hugely lacking in safe cycling infrastructure and creating a city-wide network will improve rider numbers all across the city (most people don't live close to their workplace or place of study). Buses need to be more frequent and more punctual. I know it's a catch 22 with trying to increase patronage, but there are a growing number of people coming to realise that the only way to get better bus services is by using what we have available now. Reducing deaths and serious injuries is easy to measure (provided all serious injuries are recorded somehow), but we also need to reduce the number of near-misses. This means councils need to provide an easy way to report near-misses, so these numbers can be tracked and locations where safety improvements are required are easily identified. Wellbeing - good to see PM2.5 and NO2 are being considered, but what about noise pollution and the effect that has? Can you measure increases in active transport to supermarkets and malls, not just school or work? What about how safe people feel? There are way more measures that could be looked into here.

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

Please re-prioritise the Pages Road replacement bridge and intersection upgrade. This is critical infrastructure (1000% more important than a Woodend bypass). Please stop making it easier for people to drive everywhere. We need to get people to break up with cars and that ingrained way of thinking - that the car is always the first choice when it should always be the last choice. Please include the MRT and work to support it. I support the Spokes Canterbury submission.

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:
