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**From:** Environment Canterbury  
**Sent:** Monday, 26 February 2024 3:03 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**

Allan

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**Surname**

Taunt

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**Email address**

**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:**

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

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

Another object of the transport network is to ensure the solution provides for all road users, specifically in the area of independence. For example, consider people that cannot drive a private motor vehicle, and as a result depend on others (e.g. people with varying age or varying ability or perhaps cannot afford to purchase and run a motor vehicle). These people depend on bus services, cycling, walking and/or similar active transports. These people for example depend on a bus service, however there are times of the day when this service is non-existent or buses are full. For cycling, walking and similar active transports the solutions need to be functional for all people choosing these transports. Examples where the current network falls short is cycle lanes are not wide enough to support trikes and cargo bikes or there can be difficulty reaching buttons at crossings. Another example is the inability to cycle or walk through the Lyttelton Tunnel (I realise travel by bus is an option, but buses can be full and don't run all hours. Changing transport mode also reduces convenience). Remember independence is good for mental health. One of the main reasons people cannot choose public transport, walking, cycling or similar transports, is the infrastructure and services don't exist.

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

A 40% reduction in deaths and serious injuries on Canterbury roads is not ambitious enough. I understand we are where we are now because we have normalised violence on the roads by explaining it away as accidents and generally accepted people die on the roads (many people are not even aware of the injuries). Society's attitude is not good enough. You will also know pedestrians, cyclists and similar active transports are a growing statistic in deaths and serious injuries on the roads. Larger vehicles, driver distraction and poor attitude and decision making are key contributors to this. This target needs to be broken down by type of transport. If this plan does not intend to deliver a 40% reduction in active transport deaths and serious injuries on Canterbury roads, then quite frankly it shows bias in transport modes. To be of value the finalised Regional Land Transport Plan, needs to have a target that states a 40% reduction in transport deaths and serious injuries on Canterbury roads for each type of transport (rather than an overall target).

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

This target is too low for where we are at in relation to the effects of Climate Change. It should be obvious society has been too slow to move to a low carbon sustainable transport world. While 41% reduction in greenhouse gas emissions sounds like it could make a difference, the reality is we need to be much more ambitious. I do however question whether we could even achieve that, as there are far too many Climate Change deniers and anti-science groups given a platform in the media and there are decision makers that only have a short-term focus. If we are to accept a 41% reduction in greenhouse gas emissions from land transport in Canterbury, then active transport and public transport projects must be completed to deliver this. We also need to get the population onboard with this. Public transport and active transport needs to be prioritised. The Major Cycleway Routes programme needs to be completed immediately and similarly the connections to the cycleways (e.g. from schools, shopping centres, parks and sports grounds, and between cycleways). Bus routes need to be given priority and not hindered by congested traffic or on-street parking. On that note, on-street parking is the opposite to an efficient transport network. Finally public transport needs to be a fast and efficient between city and major town centres.

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



This target is too low. I understand the costs of upgrading the rail network, but that does not alter the fact we are seriously falling short in rail freight targets.

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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	Important

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

Stop believing building more roads is the solution. More roads encourage more people to drive, this in turn creates more congestion, more emissions and more maintenance. The focus needs to be alternative transports - specifically public and active transport. These need to be easy to use and as convenient as private motor vehicles. As mentioned earlier: The Major Cycleway Routes programme needs to be completed immediately and similarly the connections to the cycleways (e.g. from schools, shopping centres, parks and sports grounds, and between cycleways). Bus routes need to be given priority and not hindered by congested traffic or on-street parking. On that note, on-street parking is the opposite to an efficient transport network. Finally public transport needs to be a fast and efficient between city and major town centres. There does need to be far more education and communication provided to the public, the excessive noise and misinformation from public participation (e.g. social media) also needs to be throttled.

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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:**

A levy on private motor vehicle transport needs to be introduced. The problem we face is because there are too many private motor vehicles on the roads. We cannot continue to grow the problem by subsidising private motor vehicle transport as we have done in the past. To improve transport choice there needs to be congestion charging, toll charging, and/or a localised fuel tax introduced.

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

Yes, these are the right measures.

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

With active transport paths, cycle lanes, cycleways, the measures need clearly identify the quality of the infrastructure. e.g. Is the cycling infrastructure protected, or is it shared with motor vehicles. Is the infrastructure susceptible to debris and broken glass. What is the loading on the infrastructure (some places are incredibly busy). How many hazards on the route (e.g. pinch points, driveways). As an example consider both the narrow cycle lane and shared path on Cranford Street (south of Placemakers). This is a low quality implementation. Compare this with say the Papanui Parallel Cycleway which is much safer as is the Cranford Street shared path north of Placemakers. The measures need to be consolidated on a very visible public page in the form of a dashboard. These measures need to be regularly updated as well.

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

The direction we are trending with respect to transport is not good. In general, we are increasing carbon emissions and pollution, we are also encouraging unhealthy lifestyles. There is also an increase in poor attitudes on the roads (both in social media and on the roads with excessive speed and driver distraction). We need to acknowledge all these are occurring. The time is now for a significant change in how we approach transport. That approach needs to be genuinely supportive of everyone and all types of transports.

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

No

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