
From: Environment Canterbury
Sent: Monday, 26 February 2024 2:39 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

Kari

Surname

Hunter

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 | Not very important |
| Resilience | Very important |
| Emissions | Very important |
| Growth | Not important |
| Safety | Very important |
| Freight | Not important |

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

Upgrade the Pages Road bridge and surrounding access roads to support rapid evacuation in case of Tsunami. Tsunami is a serious risk to life, and has a high probability in lifetime of current residents. Safe cycle route from Christchurch CDB to New Brighton, safe cycle routes through major interactions - eg , Linwood Ave crossing Ensors, Colombo St crossing Brougham. Resilience Aim: Make it so can get around even when fuel is unaffordable (eg. from decreasing EROEI) or supplies are disrupted, and even with weather or earthquake disruptions. Transport system should prioritise low-emissions local travel. Establish a publicly owned and run cycle development and production facility to develop a variety of 2-, 3- and 4-wheeled pedal and electric assisted vehicles to be able to fulfil a variety of transport needs in Canterbury. This will provide resilience for future disruptions to international supply. Bring public transport (eg buses) back into public ownership and control. Safety: Prioritise fully connected safe active travel routes to all urban destinations and between urban areas. The RLTP should be aligned with regional and local plans for rapid transition to low-emissions climate-safe housing, food growing and increased local supply of necessities.

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

Targets: 90 - 100% reduction in deaths and serious injuries from collisions. Similar for deaths from particulate pollution from transport system. Similar reduction caused in Canterbury and beyond by Canterbury transport GHG emissions. (There are some beginning estimates of mortality cost of GHGs.) Rapid installment of separated cycle lanes and filtered permeability, by quick cheap temporary methods initially. Then adapt and improve as we see which are used. Reduce speed limits - 30kph in urban areas except major thoroughfares, 80kph on rural roads.

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

At least 50% reduction by 2030 At least 80% reduction by 2035 Note that The European Commission has recently recommended that the EU should cut its “net” emissions to 90% below 1990 levels by 2040. (<https://www.carbonbrief.org/qa-european-commission-calls-for-90-cut-in-eu-emissions-by-2040/>, <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=COM%3A2024%3A63%3AFIN>, accessed 25 Feb 2024). Reduce speed limits - 30kph in urban areas except major thoroughfares, 80kph on rural roads.

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

The point is to massively reduce freight on air and road, in part by transferring freight to rail. Increase rail freight as part of this. 100% in this case may be good.

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

| | |
|--|--------------------|
| Create a well-maintained network | Not very important |
| Manage risk of exposure to extreme events | Not very important |
| Support and develop connected public and active transport networks | Very important |
| Implementing safer systems (Road to Zero) | Very important |

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

Reduce emissions from all forms of transport, especially those associated with luxury consumption and high-emissions goods. We need rapid transition away from ICEs and towards a transport system that is based mainly on active and public transport. Reduce speed limits - 30kph in urban areas except major thoroughfares, 80kph on rural roads. Reducing to 30kph in all urban areas can be implemented more quickly, cheaply and effectively than a piecemeal patchwork of different speed zones. New residential and commercial developments should be planned so that people can live easily without cars, and so that cars do not dominate these spaces. Provide for safe secure cycle parking near public and commercial and educational venues.

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:

Regional fuel levy. Increase road levies for heavier vehicles, including SUVs and trucks.

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

Measure vehicle kilometers travelled. Target reducing motor travel and especially high-emissions travel. Measure liquid fuels sold: petrol, diesel, etc. Measure particulate pollution. Publish these regularly in a prominent place to encourage public to participate in reductions. Distinguish safe separated cycle ways from much less safe painted lanes between fast motors and opening car doors. Also consider slow speed and filtered permeability.

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

Resilience: Establish a publicly owned and run cycle development and production facility to develop a variety of 2-, 3- and 4-wheeled pedal and electric assisted vehicles to be able to fulfil a variety of transport needs in Canterbury. This will provide resilience for future disruptions to international supply. Bring public transport (eg buses) back into public ownership and control. The plan should take into account that the possible effects of climate change may be much more rapid and extreme than the middle estimates made based on data from several years ago. We need to plan for the less likely extremes as well as the more likely scenarios.

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:
