
From: Environment Canterbury
Sent: Sunday, 25 February 2024 12:00 am
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

Tim

Surname

Frank

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

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

Enabling quality of life: Pleasant cities where people can move without fear their children cannot cross the road. Opportunities to easily get around for people who no longer can use a car. Recreation opportunities that are easily reached by public transport and active transport. Enabling good mental health by fostering connection between people and facilitating public transport access to natural places. Places where people are given priority, not cars. Streets where people want to linger. Mode choice: Ability to participate fully in life without needing a car. Ability to access services with different transport modes, Ability to access recreation easily by different modes. Ability for freight to be easily moved by various modes and requiring origins and destinations of much traffic to be accessible by different modes. Environmental sustainability: Transport routes that fit into landscapes. Less severance of ecosystems and communities. Reduced emissions of harmful gases, noise, and particles on roads.

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

This should be the aim, especially while allowing more active transport. While road deaths and injuries today are not as numerous as at the beginning of the 21st century, deaths and injuries of pedestrians and cyclists have increased.

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

That should be the minimum. This should be achieved by mode shift coupled with new technology, for example through the use of modern steam.

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

This requires considerable investment and a significant change in logistics practice.

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)	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?

Reallocate road space to active transport; implement a truly regional public transport system, preferably with regional rail. Make public transport faster than cars in Christchurch on many routes. Implement an exciting MRT in Christchurch and area.

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:

car park levy: many large box retailers encourage traffic; by levying the many car parks, these retailers can give back to society by supporting alternative transport. It might also discourage these ugly developments. Regional income tax or part of GST: In France many significant public transport systems were built through a payroll tax. As a result, many cities now have excellent public transport. The idea is that these public transport systems make a city an attractive place to work and live and therefore more jobs are created - that means some of that can be recouped as a tax.

Are these the right measures of success?

Yes, these are the right measures.

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

More or less the right measures. Public transport punctuality clearly has to increase and more measurements at more locations have to be made (origin, timed stops, destination). Public transport average speed also needs to be measured so that it can compete adequately. Freight movement by road should also be measured: maintain or decrease.

If you would like to add a file with your submission, please do so here.

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:
