
From: Environment Canterbury
Sent: Friday, 23 February 2024 5:06 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

Sam

Surname

Hewitt

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	Very important
Resilience	Very important
Emissions	Important
Growth	Very 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:

I think regional integration of land transport networks such as rail (both freight and passenger) and coastal shipping should be an explicit objective. Christchurch is the gateway to the whole of the south island, and we would all gain benefit from further cooperation with other regional and district councils. It would also be necessary for emissions reductions as currently there are no competitive low emission alternatives to driving or flying. Cooperate on regional passenger rail investment.

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

The target for deaths should be zero. Some actions I think that would help achieve this would be to be more ambitious with expanding our separated cycleway network. Drastically increase public transport funding to make it more competitive with driving, as well as consider public campaigns to increase ridership. Place restrictions on unnecessarily large and dangerous vehicles on roads, and keep lower speed limits citywide.

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

Encourage active and public transport to a much higher degree than currently. Fund public transport network to a level per person that surpasses that of our peer cities (I believe it is currently approximately half that of Wellington). Electrify rail lines, introduce reliable and competitive passenger rail within canterbury region.

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

Double track rail lines where required to increase frequency alongside potential passenger rail. Electrify rail lines and ensure they are always well maintained and managed by kiwi rail to prevent downtime. Investigate how redundancy and resilience of rail lines could be improved as necessary.

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

Create a well-maintained network	Very 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?

As a city we should develop our own in-house expertise from the experiences of other cities, both within New Zealand and outside. Outside of the politics of funding transport, we should be innovative in the way we self-

manage our own network effectively and not allow our assets to deteriorate and be mismanaged as seen with AT currently. Looking to other cities and that get their transport networks right and potentially partnering and/or cooperating with them is a good thing to do. Implementing coastal shipping would provide huge benefit in possibly managing risk of exposure to extreme events. I think increasing the variety in our use of different modes of transport would help to minimize the risk of extreme disruptions and make the network as a whole more resilient.

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:

Congestion charges, charges on the use of heavy/inefficient/dangerous vehicles for personal use, land value capture tax around transport projects, cooperating more with other councils and developing local government expertise that all can use.

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?

In managing the risk of exposure to extreme events it should include measuring and decreasing unplanned disruptions to rail and shipping services especially if these investments are to increase. I think there should also be an indicator to support and develop connected public transport and active transport networks which measures the proportion of people taking public and active transport vs private transport options and aims to increase it as a proportion of all transport.

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

As a city we should be ambitious for the future, and cooperate with other councils as much as possible. I like the draft plan so far, but I think it should go much further where possible. Christchurch was meant to become the first 21st century city, and if our transport networks can truly live up to that I think there will be a much brighter future for the city and entire region.

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

No
