

## Submission on the Draft Canterbury Regional Land Transport Plan 2024-34

### Introduction

Herenga ā Nuku Aotearoa, the Outdoor Access Commission is the Crown agent responsible for providing leadership on outdoor access issues.

Our role is to provide advice on free, certain, enduring, and practical access to the outdoors.

We administer a national strategy on outdoor access, including tracks and trails. We map outdoor access, provide information to the public, oversee a code of responsible conduct in the outdoors, help to resolve access issues and negotiate new access.

Herenga ā Nuku has a team in Wellington and a network of regional field advisors. An independent board governs our work. Our governing piece of legislation is the *Walking Access Act 2008*.

Much of our work focuses on active transport. We support the creation, maintenance, enhancement, and promotion of walking and cycling access, for recreation, for safety, health and wellbeing, for a shift to more sustainable travel, and including for commuting to local destinations such as schools, places of work and shops.

We note that the Regional Transport Committee is specifically seeking feedback on the direction of Canterbury's transport investment and the prioritisation of regionally significant activities. On the information provided in the draft plan we have found it difficult to provide this specific feedback but are happy to provide feedback on matters relating to active transport.

### Support for the draft plan

We support Cycleways and active transport being identified as a key network contributor to the transport system in Canterbury (Transport systems P17).

We particularly support the priorities **Support and develop connected public transport and active transport networks** and **Implementing safer systems (Road to Zero)** (Ten-year transport priorities P29).

We support, in principle, the planned expenditure related to active transport identified in Tables 7-12.

#### Herenga ā Nuku's Recommendation 4

SUMMARY OF EVIDENCE include a short paragraph citing reports such as;

- Wild, K. 2023. *Cycling Proof Points*. Ver 1. Auckland: Waka Kotahi.
- Gatersleben B, Uzzell D. (2007) Affective Appraisals of the Daily Commute: Comparing Perceptions of Drivers, Cyclists, Walkers, and Users of Public Transport. *Environment and Behavior*. 39(3):416 - 31

#### P33 Strategic Context - Safer systems implemented (Road to Zero)

The Commission is concerned that the only references to active transport in this section are the example of cyclists and pedestrians being vulnerable users.

#### Herenga ā Nuku's Recommendation 5

PRIMARY BENEFIT be re-written to read positively i.e.

"Improvement in user safety".

#### Herenga ā Nuku's Recommendation 6

THE CASE FOR INVESTMENT include a short paragraph focussed on active transport, along the lines of;

An improvement in the safety of cyclists and pedestrians is required to encourage a greater use of active transport. People need to feel safe.

#### Herenga ā Nuku's Recommendation 7

SUMMARY OF EVIDENCE. The first bullet point be split in two, to read;

- Crashes at intersections
- Accidents involving vulnerable users (such as cyclists), road safety issues

#### Herenga ā Nuku's Recommendation 8

LONG-TERM RESULTS/MEASURES. An additional bullet point be added to read;

- Decrease in annual accidents involving vulnerable users (such as cyclists).

#### P44-45 Programme and funding - Support and develop connected public transport and active transport networks

The associated text is very general and gives little indication of any regional direction for active transport. The costs identified in the table tend to reinforce this impression, with individual council specific projects making up the bulk of the projects. Without much more detail, and time, it is virtually impossible to assess the merits, and cost-effectiveness, of the