

Property Council New Zealand

Submission on

Draft Canterbury Regional Land Transport Plan

23 February 2024

For more information and further queries, please contact
Sandamali Ambepitiya

Canterbury Regional Land Transport Draft Plan

1. Summary

- 1.1 Property Council New Zealand South Island Regional Branch (“Property Council”) welcomes the opportunity to provide feedback on the Draft Canterbury Regional Land Transport Plan (“the draft Plan”).

2. Recommendations

- 2.1 At a high level, we recommend that the draft Plan:
- Take a wider infrastructure approach and outline clear project principles to create a well-rounded transport system.

3. Introduction

- 3.1. Property Council is the leading not-for-profit advocate for New Zealand’s most significant industry, property. Our organisational purpose is, “Together, shaping cities where communities thrive”.
- 3.2. The property sector shapes New Zealand’s social, economic and environmental fabric. Property Council advocates for the creation and retention of a well-designed, functional and sustainable built environment, in order to contribute to the overall prosperity and well-being of New Zealand.
- 3.3. Property is the largest industry in Canterbury. There are around \$160.5 billion in property assets across Canterbury, with property providing a direct contribution to GDP of \$4.7 billion (14 percent) and employment for 31,380 Canterbury residents.
- 3.4. We connect property professionals and represent the interests of 147 Canterbury based member companies across the private, public and charitable sectors.
- 3.5. This document provides Property Council’s feedback on the [Canterbury Regional Land Transport Plan](#). Comments and recommendations are provided on issues relevant to Property Council’s members.

4. A transport system that unlocks housing opportunities

5. Property Council supports a transport system that connects communities, allows people to travel efficiently across regions, and enables the safe and efficient movement of freight.
- 5.1. In saying that, a well-rounded transport system is one that also unlocks urban development opportunities through new housing and/or intensification. Transport investment is critical for reducing commute times, enabling new housing supply, increasing business productivity and reducing climate emissions. We believe that this wider lens is missing in the draft Plan and that a joined-up approach is required.
- 5.2. We recommend that the draft Plan focuses on principles that:
- a. Unlocks mass housing opportunities to reduce carbon emissions.
 - b. Encourages people towards public transport, reducing future commute times, and increasing productivity in across the region.

- c. Frees up existing routes for freight movement and interregional travel.
- d. Has been developed following meaningful and early engagement with the development community and be value for money.
- e. Aligns with other key regional transport projects.

6. Transport – funding and financing

- 6.1. Under the draft Plan, the primary source of revenue for publicly funded transport projects is the National Land Transport Fund (“NLTF”). Property Council supports the use of the NLTF given that it is a transparent, user-pays approach to funding and financing transport infrastructure. We believe that user-pay systems ensures that those who directly benefit from new infrastructure and services, make a fair and equitable contribution towards the cost of delivering that service.
- 6.2. Property Council also supports other alternative funding tools to fund the transport system such as congestion pricing, value capture, public-private partnerships and Special Purpose Vehicles as enabled under the Infrastructure Funding and Financing (“IFF”) Act.

7. Sustainable transport options

- 7.1. Property Council supports the draft Plan’s vision to “provide all transport users with sustainable options that move people and freight around and through [the] region”. Targeted intensification in urban centres, towns centres as well as an improved public transport system is key to encouraging mode shift towards the take up of sustainable options. For mode shift towards public transport in particular, the public transport system must be easy-to-access, efficient, reliable and affordable.

8. Conclusion

- 8.1. Property Council supports the overall messaging in the draft Plan however we recommend that it adopt a wider infrastructure approach and outline clear project principles. We also support the need for certainty in transport given it is a key facilitator for the development and investment in Canterbury.
- 8.2. Property Council members invest, own, and develop property in the Canterbury region. We wish to thank the Canterbury Regional Transport Committee for the opportunity to submit on the Draft Canterbury Regional Land Transport Plan as this gives our members a chance to havef their say in the future of our region. We also wish to be heard in support of our submission.
- 8.3. Any further enquires do not hesitate to contact Sandamali Gunawardena, Senior Advocacy Advisor,

Yours Sincerely,

James Riddoch
South Island Committee Chair

