

SUMMARY OF THE DRAFT CANTERBURY REGIONAL LAND TRANSPORT STRATEGY 2012-2042



INTRODUCTION

The Draft Canterbury Regional Land Transport Strategy 2012-2042 with accompanying appendices has been published to enable people to make a submission on the direction being set for transport in the region. The Draft Canterbury Regional Land Transport Strategy has been prepared under the Land Transport Management Act 2003 by the Canterbury Regional Transport Committee on behalf of the Canterbury Regional Council (Environment Canterbury).

SUMMARY OF THE DRAFT STRATEGY

Vision, Objectives and Outcomes

The Vision of the Draft Canterbury Regional Land Transport Strategy is that:

Canterbury has an affordable, integrated, safe, resilient and sustainable transport system.

The Vision is supported by objectives to:

- Ensure a resilient, environmentally sustainable and integrated transport system
- Increase transport safety for all users
- Protect and promote public health
- Assist economic development
- Improve levels of accessibility for all



To deliver on the objectives a set of regional transport outcomes have been identified. The table below lists the outcomes and shows how they relate to the objectives:

Objectives

Outcomes

	Resilient, environmentally sustainable & integrated	Safe for all users	Public health	Economic development	Accessibility
Reduced greenhouse gas emissions from use of the domestic transport system.	Secondary	Minor	Secondary	Minor	Minor
Improved resilience of the transport network to infrastructure damage or emergencies.	Primary	Secondary	Minor	Secondary	Secondary
Improved resilience of the transport system to external changes.	Primary	Secondary	Minor	Secondary	Secondary
Improved land use and transport integration.	Primary	Secondary	Minor	Secondary	Secondary
Reduction in fatal and serious injuries for all modes.	Minor	Primary	Secondary	Secondary	Minor
Improved personal safety and reduced security risks to all transport users.	Minor	Primary	Secondary	Minor	Secondary
Improved health from increase in time spent travelling by active means.	Secondary	Minor	Primary	Secondary	Minor
Increased proportion of the population travelling by active means.	Secondary	Minor	Primary	Minor	Minor
Reduced community exposure to vehicle pollutants, noise and vibration.	Secondary	Minor	Primary	Minor	Minor
Improved journey time reliability on the strategic transport network.	Minor	Minor	Minor	Primary	Minor
Increased energy efficiency per trip.	Secondary	Minor	Secondary	Primary	Minor
Regional and inter-regional journey time reliability on key freight routes is maintained.	Minor	Minor	Minor	Primary	Minor
Freight hubs are protected and maintained.	Secondary	Minor	Minor	Primary	Minor
Connectedness is enhanced.	Secondary	Minor	Minor	Secondary	Primary
Increased travel choices for households to access urban and suburban centres.	Secondary	Minor	Minor	Secondary	Primary
Improved mobility for the transport disadvantaged.	Minor	Minor	Secondary	Secondary	Primary

Key primary relationship secondary relationship minor or no relationship

STRATEGIC DIRECTION

To achieve such diverse objectives and outcomes, the region must invest in a transport system that provides realistic choices for people and businesses about if, how and where they travel. The transport system must be supported by land use patterns that make transport accessible and affordable. Efficient travel decisions must be promoted through appropriate use of education, enforcement and price signals.

This will require:

Finishing what we started

Completing agreed strategic infrastructure projects.

Looking after what we have

Greater attention to maintaining existing networks.

Providing more choice

Investing more in initiatives that facilitate walking, cycling and public transport usage (particularly in urban areas) to provide greater mode choice.

Doing things smarter

Ensuring that land use, pricing, education and enforcement measures will achieve network efficiency and safety gains.

By diversifying investment in a way that gives greater choice throughout the region, the transport system can become more resilient. Communities will be better able to cope with external influences such as economic downturns, oil price volatility and changing demographics. For freight, greater efficiency will enable the region's freight activities to adapt to changing transport costs and international shipping practices.



HOW THE STRATEGIC DIRECTION CONTRIBUTES TO THE REGIONAL OUTCOMES

Sought Outcome	How the strategic direction contributes
Reduced greenhouse gas emissions from use of the domestic transport system	In the medium term, traffic growth is minimised by reducing the need for travel. Increasing the number of people who walk, cycle or use public transport will lower emissions per trip. In the longer term, transport sector emissions will decline as new vehicle technologies play a more significant role in the fleet and land use patterns evolve to reduce the length and frequency of motor vehicle based trips.
Improved resilience of the transport network to infrastructure damage or emergencies	Focus on maintenance and renewals increases, reducing the duration and frequency of network disruptions stemming from natural events. Targeted investment on strategic routes ensures that they are fit for purpose and robust.
Improved resilience of the transport system to external changes	In the medium term, as the population ages, economic factors change and fuel prices increase etc. the availability of transport choice provides the population with flexibility and options. In the longer term, transport options and new technologies will further enable Cantabrians to adapt to external changes.
Improved land use and transport integration	In the longer term, integrated land use decisions that minimise the need for travel begin to have tangible benefits for Cantabrians.
Reduction in fatal and serious injuries for all modes	A focus on education combined with enforcement and engineering efforts across all transport modes progressively enables a reduction in the number of deaths and serious injuries. Better provision of walking and cycling infrastructure delivers improved safety outcomes for these modes.
Improved personal safety and reduced security risks to all transport users	Focus on quality urban environments and the resulting increase in pedestrian numbers leads to improved personal safety for users of all modes as there are more 'eyes on the street'. This is supported by education and enforcement measures with a safety focus.
Improved health from increase in time spent travelling by active means	Biggest impacts are in urban areas where good infrastructure and information encourages Cantabrians to spend a greater proportion of their time walking and cycling as part of their typical day.
Increased proportion of the population travelling by active means	Over the life of the strategy, walking and cycling becomes a natural choice of transport for a much larger proportion of the community, as better infrastructure and education around these choices encourages more active trips to be made.
Reduced community exposure to vehicle pollutants, noise and vibration	Focusing heavy traffic movements to most appropriate routes through urban areas, calming of residential streets and increased use of walking and cycling translates into reduced community exposure. A reduction in traffic growth and development of new technologies also contribute positively to minimising effects in the long term.
Improved journey time reliability on the strategic transport network	The Roads of National Significance projects will deliver reliable travel times on key state highways in Greater Christchurch. Over the duration of the strategy, journey time reliability will be maintained by actively managing strategic networks. Increases in walking, cycling and using public transport will relieve urban networks of congestion pressures. Small scale improvements e.g. passing lanes/loops help maintain journey time reliability on the rest of the regional strategic network.
Increased energy efficiency per trip	More use of energy efficient modes, shorter trips and improvements in vehicle or fuel technology and efficient use of vehicles deliver significant energy efficiency savings per trip.
Regional and inter-regional journey time reliability on key freight routes is maintained	Delivery of network improvements through the Roads of National Significance projects, signed freight routes, support for rail capacity / reliability enhancements and network management that gives priority to freight vehicles where appropriate will ensure that reliable journey times for freight movement is maintained over the duration of the strategy.
Freight hubs are protected and maintained	Planning that avoids incompatible land uses around freight hubs and networks that are linked directly into hubs will ensure that freight operations can continue to function effectively.
Connectedness is enhanced	Increased focus on urban design and provision of travel choice will contribute positively towards connecting people and places, particularly in urban areas. Implementation of innovative public transport services will help improve rural connectedness.
Increased travel choices for households to access key activity centres	Greater levels of investment in walking, cycling and public transport will provide more choices to the region's population. The strategy also supports the exploration of car-pooling and alternative vehicle ownership models.
Improved mobility for the transport disadvantaged	Support for walking, cycling and local services and a shift in emphasis to more tailored and targeted public transport will help address transport disadvantage. Developments that reduce or remove the need to travel will also positively contribute to this outcome.

PURPOSE OF THE CONSULTATION

The purpose of this consultation is to seek views on the content of the Draft Canterbury Regional Land Transport Strategy developed by the Canterbury Regional Transport Committee. The Committee would welcome your comments on the draft strategy. The committee would be particularly interested to know whether you support the overall direction of the strategy, and would also like to hear any suggestions you have for improvements. The draft strategy is published in two parts: the main document; and its appendices; which together make up the whole strategy.

Once adopted, the Strategy will identify the outcomes for the transport system in Canterbury in the years ahead and set out a direction to deliver them. The Regional Transport Committee looks forward to hearing from you.

AVAILABILITY OF THE DRAFT CANTERBURY REGIONAL LAND TRANSPORT STRATEGY 2012-2042

A copy of the full Draft Canterbury Regional Land Transport Strategy may be downloaded from www.ecan.govt.nz, or you can purchase a printed copy for \$20.00 by phoning Environment Canterbury's Customer Services on 0800 324 636.

The Draft Canterbury Regional Land Transport Strategy is also available for inspection at Environment Canterbury's offices:

- 24 Edward Street, Lincoln;
- 75 Church St, Timaru; or
- 73 Beach Rd, Kaikoura;

as well as at the head offices of District Councils in the Canterbury Region and in main public libraries.

SUBMISSIONS

Submissions on the Draft Canterbury Regional Land Transport Strategy may be made by downloading a submission form from our website www.ecan.govt.nz. Submissions can be emailed to rlts@ecan.govt.nz or mailed to:

Freepost 1201,
RLTS Submission,
Environment Canterbury,
PO Box 345,
Christchurch.

**The closing date for submissions is
Friday 23 September 2011
at 4.00pm**



Canterbury
Regional
Transport
Committee