



**Submission on the
Draft Canterbury Regional Land
Transport Programme 2009-2019**

From

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Introduction

SOC welcomes the opportunity to submit on the Draft Canterbury RLTP.

Given the need to address accelerating climate change and the realisation that the peak in global oil production has already been, or soon will be reached, and also the deepening global financial crisis SOC believes that the priorities outlined in the Draft RLTP need to be altered. As a result of increasing fuel prices people have already begun to travel less and as the global recession bites this trend will continue. Those able to do so will walk and use bicycles more and the utilisation of public transport will increase. Car pooling will also become more popular for longer distance commuting. The effect of all these changes will be less cars on the road and less apparent need for enhanced traffic capacity.

Responding to the threat of worsening climate change and the need to meet Kyoto commitments will require a move to low-carbon modes of transport. More freight will be sent by rail and sea and less by road transport. Providing options for commuting by public transport, especially rail, is an obvious response.

Proposed Regional Priorities

SOC believes that the priority given to the Christchurch Southern Motorway Extension is too high. This project will require a huge expenditure and the money would be much better spent on providing commuting opportunities to the south and west of Christchurch by public transport, preferably rail. Various projects to 4-lane arterial routes should also be re-evaluated, as most will probably be unnecessary.

Forecast of revenue and expenditure 2009-2019

The proportion of funding devoted to walking and cycling facilities (1.2%) is too small. These modes of transport and recreation will become increasingly important and deserve a higher proportion of funding. SOC is also disturbed to see that of the \$25m funding for Walking and Cycling Facilities forecast to come from the National Land Transport Fund only 20% is allocated from the more predictable and reliable Regional fund. We believe that a higher proportion of NLTF (R) funding should be allocated to Walking and Cycling Facilities. The proportion dedicated to State Highway improvements (24%) is also inappropriately high and much of this funding should be diverted to building public transport infrastructure.